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RAYMOND, HARPER & CO., Publishers.

New-York Daily Times.

LATEST INTELLIGENCE

By Telegraph to the New-York Daily Times

FROM WASHINGTON.

THE MEETING OF CONGRESS.

REMARKS ON THE PRESIDENT'S MESSAGE.

CONGRESS.

OCEAN MAIL SERVICE BILL IN THE SENATE.

OSTEND CONFERENCE RESOLUTION REFERRED.

The River and Harbor Bill Considered.

LIST OF THE HOUSE STANDING COMMITTEES.

Special Correspondence of the N. Y. Daily Times.

WASHINGTON, Tuesday, Dec. 5, 1854.

Congress has assembled, and the work of a short session has commenced. Contrary to the expectation of last evening, there was a very full attendance of members to-day, and there was no delay in organization. In the Senate, the Democrats held a a hasty caucus just before the meeting, to arrange for the election of Mr. BRIGHT, as President, *pro tem.*; but an unexpected difficulty arose. Mr. ATCHISON's letter of resignation as President was conceived by some of the members of the caucus as not a definite and absolute resignation, but simply an intimation to the Senate of the necessity of supplying his place temporarily until he reaches Washington. This suggestion could scarcely be more than a protest to put off the election. Mr. ATCHISON is President *pro tem.*, and can only resign absolutely, if at all. If the President of the Senate is to be absent a day, he simply states the fact in a letter, and a President is appointed for the day. If Mr. ATCHISON is to be absent a month, as it is understood, some one must be elected as the President *pro tem.*, for the session, (if that is not a Hibernicism,) or the formality of a letter from him, and the appointment of a President must be repeated daily until he comes.

But there are some Democratic Senators who are not altogether satisfied that Mr. BRIGHT should be elevated as proposed, and therefore they wanted to believe that ATCHISON had not resigned. They will get over that by to-morrow, and, under the operation of a dose of Democratic party discipline, *will carry out the programme, by the election of the* Senator from Indiana. Mr. BRIGHT is prompt, familiar with Parliamentary law, has some magnanimity in his composition, and will make a most acceptable presiding officer. His party, however, will miss his active participation in the "floor management."

Mr. RUSK would have been the first choice of the Senate, probably, but it was well understood that he would not accept the post, being satisfied that he can do more for his State in his capacity as a floor member.

There seems to be a very general good feeling among the members of all parties. The asperities of last session have melted away, apparently, and will scarcely be remembered, except in the votes; and these only because it is quite impossible for men in voting now to forget the extraordinary scenes of last session, which so generally shifted the old political landmarks. Democrats evidently are subdued by their reverses during the past Summer, and there is little danger that they will resume the air and tone of arrogance and bold mastership which characterized the Nebraska party four months ago.

What do you think of the Message? That's the query on every lip, and the almost universal response here is unfavorable. It is stigmatized, generally, as wanting in pith and point, evasive, indecisive and uninteresting. I do not propose to criticise it, but rather to tell you what is popular criticism here. The defence of the Greytown bombardment is pronounced lame, labored and unsatisfactory. The remarks upon the "disquieting concern" with which "some European Governments" regard the territorial expansion of the United States, are especially condemned as an unnecessary, undignified, and inexcusable fling at Great Britain,—peculiarly ill-timed *in view of the fact* that we have labored so hard to avoid all rough answers with that Power when her hands were free, instead of being tied up, as now, in a disastrous war. It is suggested by some, however, that the Message shows courage enough in the treatment of the Greytown affair.

But the great point of dissatisfaction is with reference to Spanish affairs. It was generally expected that the President would take some decided position, at last, in our relations with that Government. It was not expected that he would announce on actual failure to get any settlement of our long pending difficulties growing out of the *Black Warrior affair*. Everybody expected something to the point; and the expectation was not realized, that's all. On the other hand it is admitted that the message has negative advantages. It will scare nobody, raise no difficulty anywhere, denounce it raises no issues. But enough.

Among the arrivals to-day is Col. KINNEY, of Texas, the gentleman who proposes to settle the Central American question by settling that country with Americans. It is understood his business here is to ascertain what encouragement the enterprise may receive; and especially whether it will be protected by the United States against foreign intervention.

Mr. ISRAEL D. ANDREWS leaves us to-morrow for the East. Mr. A. has been laboring for many years to bring about a settlement of the Fishery question between the United States and Great Britain; and to the accomplishment of that object, by the negotiation and ratification of the Reciprocity Treaty, he has contributed more than any other man, or all others combined. Indeed, without him I believe the question would be now as far from settlement as it was years ago. S.

How is the Democratic Caucus.

WASHINGTON, Monday, Dec. 4.

The election of Mr. BRIGHT as the President of the Senate came very near being attended with most unpleasant consequences. The proceedings of the Caucus by which he was nominated were anything but harmonious. In fact at one time it separated in a row before the selection was made, consequent upon Judge BUTLER urging the election of Mr. BRIGHT as the President of the Senate for the time being only, and still considering Mr. ATCHISON as Vice-President *pro tem.*—thus opening a question between the North and the South. Had it not been for the firmness and persuasion of Northern Senators, unpleasant results to the business of the Senate at this session would most probably have occurred, so much bitterness is still felt by some of the Southern Senators that Mr. BRIGHT should have been elected without any qualification as to time whatever.

Our Foreign Affairs and the War in Europe —The Original American Policy.

Correspondence of the Baltimore Sun.

WASHINGTON, Tuesday, Dec. 5, 1854.

It was foreseen that Congress would manifest, at the very beginning of the session, a deep interest in whatever concerns our foreign affairs and the course taken in regard to them by the Executive Government. Our foreign policy is a matter of especial interest at a time when Europe is engaged in a war, the complications of which no one can see.

The public mind is, however, impressed with the belief that the war begun may last as long as that of 1793, which continued for twenty-three years, with the interruption only of the brief, watchful and distracted peace of Amiens. That we may be involved in its intricacies, is very possible, even under the wisest and most steady administration of the original and true American policy, as established in the early days of the Republic.

It is the general belief that the Congress of American diplomats at Ostend, has a definite bearing upon the policy of that country, and was intended to give it a shape and form. The President has not noticed in his message this gathering of our Ministers. It is asserted, however, that their meeting was accidental, which will be believed by those who suppose that the universe was formed by a fortuitous concurrence of atoms, and that the earth is made of green cheese.

Among the documents accompanying the President's Message, not the least interesting is that of the report of the Commissioner of the Land Office, which you published this morning. Its statement shows that between the old and the new States the benefits of the public domain have been hitherto divided in nearly an equal measure, leaving no cause for complaint on either side. The suggestions in regard to the policy and effect of the ill-considered graduation law of the late Session, will, of course, engage the attention of Congress. Let us hope, too, that Congress will act upon his renewed suggestion of the justice and policy of a donation of public lands for the benefit of Schools in this District.

THIRTY-THIRD CONGRESS—Second Session.

SENATE....WASHINGTON, Wednesday, Dec. 6.

The Chair laid before the Senate various reports from the Treasury Department.

Mr. ADAMS introduced a bill establishing a uniform rule of naturalization, and repealing all laws now in force relating thereto.

Mr. SLIDELL offered a resolution calling for all the correspondence, &c., relative to the expedition to Japan. Agreed to.

Mr. CASS introduced a bill making appropriation for deepening the channels of St Clair flats and the flats of St. Mary's River. Referred.

Mr. HOWARD called the attention of the Senate to the condition of the bill making appropriations for Ocean Mail Service. The two Houses at last session disagreed upon the report of a Conference Committee on that bill. The question pending was on a motion that the Senate recede from its amendment, and on that question the Senator from New-York was speaking when the session terminated. He moved it be postponed until Monday next.

Mr. STUART said that the bill was by the action on it at the last session lost, and in no possible way could it come up now as unfinished business.

Mr. BRODHEAD said he considered it entirely immaterial whether the bill had been lost or now came up as unfinished business. The money intended to be appropriated by the bill had been paid by the Department to the parties entitled to it. The money intended to have been appropriated was due to the parties, and had been paid to them by the Department out of some unexpended balances in its hands belonging to the Ocean Mail Service. He considered the money had been most properly applied, as it had been, to the payment of what was due the contractors.

Mr. SEWARD hoped the subject would be laid over, and it was postponed till Monday.

The bill of the last session to relinquish to Wisconsin certain saline lands therein, was taken up.

The House amendment thereto was agreed to and the bill passed.

After the adoption of some resolutions, the Senate adjourned.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Wednesday, Dec. 6.

Fifteen thousand extra copies of the annual report of the Secretary of the Treasury were ordered to be printed.

THE CONFERENCE OF AMERICAN MINISTERS AT OSTEND.

Mr. SCHLEIER's resolution calling on the President to inform the House what were the objects and results of the Conference of the American Ministers at Ostend, and whether such Conference was in obedience to instructions from the State Department, was then taken up.

Mr. CHASTAIN moved that the resolution be laid on the table, which was negatived by a vote of 72 against 60.

Mr. SEELTON moved a reconsideration of the vote by which the House refused to commit the resolution to the Committee on Foreign Affairs.

Mr. WASHBURNE moved to lay the resolution on the table. Negatived, 64 against 60.

Mr. SEELTON's motion was agreed to—94 against 83.

The resolution was then referred to the Committee on Foreign Affairs by a vote of 92 against 83.

YEAS—Messrs. James C. Allen, Willis Allen, Bailey, Bayly, Barksdale, Barry, Belcher, Bliss, Bocock, Breckenridge, Bridges, Caskie, Chastain, Clark, Clingman, Cobb, Craige, Davis of Ind., Dawson, Disney, Dowdell, Dunbar, Eddy, Fagerton, Edmundson, Ellison, English, Faulkner, Fenton, Florence, Fuller, Gentry, Green, Greenwood, Hamilton, Harris of Ala., Harris of Miss., Hastings, Hendricks, Hoan, Hibbard, Hillyer, Houston, Hughes, Ingersoll, Johnson, Jones of Tenn., Jones of Pa., Kittredge, Kurtz, Lewis, Lamb, Lindsey of Ohio, Macdonald, McDougall, McMullen, McQueen, Macy, Maxwell, Miller of Ind., Olds, Orr, Perkins, Jr., Lo., Phelps, Phillips, Pratt, Ricaud, Robbins, Jr., Rowe, Ruffin, Seymour, Shannon, Shaw, Shower, Singleton, Skelton, Smith of Va., Smith of Ala., Smythe, Stuart, Stuart, Taylor of N. Y., Trout, Tweed, Walsh, Warren, Wentworth of Ill., Westbrook, Witte, Wright of Pa.

NAYS—Messrs. Ball, Banks, Jr., Bennett, Bristow, Campbell, Carpenter, Caruthers, Chandler, Chase, Corwin, Cox, Crocker, Cullom, Davis of R. I.; De Witt, Dickinson, Dick, Eastman, Edmonds, Elliott of Mass.; Etheridge, Everhart, Farley, Flagler, Franklin, Goodrich, Goodwin, Gray, Grow, Harlan, Harrison, Haven, Hiester, Hill, Howe, Hunt, Jones of N. Y., Knox, Letcher, Lindley, McCulloch, Mace, Matteson, Mayall, Meacham, Middlesworth, Morgan, Morris, Morse, Oliver, Parker, Peck, Peckham, Pennington, Preston, Pringle, Ready, Reese, Ritchie, Russell, Sabin, Sage, Sapp, Seymour, Shower, Simmons, Stanton of Tennessee, Stevens, Stuart of Ohio, Stuart of Michigan, Taylor of Ohio, Taylor of Tennessee, Teller, Thurston, Tracy, Trout, Wade, Walley, Washburn, Wentworth of Illinois, Wentworth of Massachusetts, Wheeler, Zollicoffer.

NAYS—James C. Allen, Willis Allen, Bailey, Bayly, Barksdale, Barry, Belcher, Bocock, Boyce, Breckenridge, Bridges, Caskie, Chastain, Crisman, Clingman, Cobb, Colquitt, Craig, Curtis, Davis of Ind., DeWitt, Denney, Dowdell, Edmondson, Faulkner, Fuller, Gamble, Grow, Hamilton, Harris of Ala., Harris of Miss., Hastings, Hendricks, Hoan, Hibbard, Hillyer, Houston, Hughes, Ingersoll, Johnson, Jones of Tenn., Jones of Pa., Kittredge, Kurtz, Lewis, Lamb, Lindsey of Ohio, Macdonald, McDougall, McMullen, McQueen, Macy, Maxwell, Miller of Ind., Olds, Orr, Perkins, Jr., La., Phelps, Phillips, Pratt, Ricaud, Robbins, Jr., Rowe, Ruffin, Seymour, Shannon, Shaw, Shower, Singleton, Skelton, Smith of Va., Smith of Ala., Smythe, Stuart, Stuart, Taylor of N. Y., Trout, Tweed, Walsh, Warren, Wentworth of Ill., Westbrook, Witte, Wright of Pa.

NAYS—Messrs. Ball, Banks, Jr., Bennett, Bristow, Campbell, Carpenter, Caruthers, Chandler, Chase, Corwin, Cox, Crocker, Cullom, Davis of R. I.; De Witt, Dickinson, Dick, Eastman, Edmonds, Elliott of Mass.; Etheridge, Everhart, Farley, Flagler, Franklin, Goodrich, Goodwin, Gray, Grow, Harlan, Harrison, Haven, Hiester, Hill, Howe, Hunt, Jones of N. Y., Knox, Letcher, Lindley, McCulloch, Mace, Matteson, Mayall, Meacham, Middlesworth, Wilson, Morgan, Murray, Oliver, Parker, Peck, Peckham, Pennington, Preston, Pringle, Ready, Reese, Ritchie, Russell, Sabin, Sage, Sapp, Seymour, Sollers, Stanton of Tenn., Stanton of Ky., Stanton, Stuart of Ohio; Taylor of Ohio; Taylor of Tenn., Teller, Thurston, Tracy, Upham, Wade, Walbridge, Walley, Washburn, Washburne, Jr., Wentworth of Mass.; Wheeler, Zollicoffer.

THE RIVER AND HARBOR BILL.

The House then proceeded to the consideration of the River and Harbor bill, as returned last session with the President's objections.

Mr. CLINGMAN said, as the President has promised to send in his detailed views of the subject, it would perhaps be proper for the House to wait until that time. He voted against the bill, and did not wish to hear anything further, but as some gentlemen differing with the President may wish to have his views more fully before them, he would suggest that the consideration of the subject be postponed for a few days.

Mr. DUNBAR said large appropriations were made in the bill for the improvement of the mouth of the Mississippi and its tributary streams, in which his constituents were interested. He voted for the bill in the Committee of Commerce, and on its final passage in the House. He thought the President ought not to have vetoed it, but he thought decent respect for the Chief Magistrate should induce them to wait until the President shall communicate his reasons for the Veto more fully. He moved the postponement of the bill until this day week: all could then act understandingly, and gentlemen determine whether they shall attempt to pass the bill, notwithstanding the Veto of the President, or whether they shall introduce another, which will not be liable to the objections which the President may assign.

Mr. WENTWORTH, of Ill., said that he supposed there was no individual in the House who could be influenced one way or another, by a Message of the President touching the subject; he would vote for the postponement, but he sincerely believed every man was prepared to vote "Yea or Nay" on the bill,—the subject is familiar to everybody; it has been an agitating matter ever since the organization of the Government, and has been debated on every stump; this being the case, he did not know why the House should not act as well now as any other time.

He supposed that as the Message already sent with the return of the River and Harbor Bill, was nearly the Veto Message, they had no right then to allow the President to send another message to be so considered. He would carry out the will of his constituents, and presumed every man would do the same. He would withdraw the motion to reconsider if any gentleman would state but was in doubt as to what he ought to do in the absence of the President's promised message.

Mr. TAYLOR, of Ohio, asked the gentleman whether the bill contained any item for the improvement of Rivers and Harbors, not heretofore recommended by the proper department of Government.

The Speaker reminded the gentleman that the general debate was out of order.

WHAT DEGREE OF RESPECT FOR THE PRESIDENT REQUIRES.

Mr. CAMPBELL concurred in Mr. DUNBAR's suggestion, that decent respect for the President required at least suspension of action until the Executive shall have more fully communicated his views. Had the gentleman from Louisiana information as to the time when the message will be sent in by the President?

Mr. DUNBAR replied in the negative, but doubted not it would be here in a very few days.

Mr. CAMPBELL—By this time next week.

Mr. DUNBAR—I have no doubt of it.

Mr. CAMPBELL hoped then that the House would extend the courtesy to the President.

Mr. WENTWORTH, of Ill., moved the previous question.

Seconded—82 against 73.

Question put,

Will the House pass the River and Harbor bill, the President's objections to the contrary notwithstanding.

Yeas, 98; Nays, 89.

The Constitutional majority of two-thirds not voting therefor.

AYES—Messrs. Appleton, Bell, Banks, Bennett, Bliss, Bristow, Campbell, Caruthers, Carpenter, Chandler, Chase, Clark, Corwin, Cox, Crocker, Cullom, Dawson, Dunbar, Eastman, Eddy, Edgerton, Edmonds, Elliot of Massachusetts, Ellison, English, Etheredge, Everhart, Farley, Fenton, Flagler, Florence, Goodrich, Green, Greenwood, Grey, Gurley of Ohio, Harrison, Haven, Hens, Heister, Hill, Howe, Hughes, Hunt, Jameson, Knox, Lindsley, McCulloch, Mace, Matteson, Mayall, Meacham, Middlesworth, Morgan, Noble, Oliver of Missouri, Parker, Peck, Peckham, Pennington, Preston, Pringle, Ready, Riddle, Ritchie, Russell, Sabin, Sage, Sapp, Seymour, Shower, Simmons, Stanton of Tennessee, Stevens, Stuart of Ohio, Stuart of Michigan, Taylor of Ohio, Taylor of Tennessee, Teller, Thurston, Tracy, Trout, Wade, Walley, Washburn, Wentworth of Illinois, Wentworth of Massachusetts, Wheeler, Zollicoffer.

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Joint Committee on *Printing*—Messrs. Murray of N. Y., Bunting of Ky., and Russell of Pa.

Committee on *Enrolled Bills*—Messrs. Grow of Ohio, De Witt of Mass., and Hall of Iowa.

Committee on *Expenditures in the State Department*—Messrs. Wells of Wis., Veil of N. J., Crocker of Mass., Smith of Tenn., and Flagler of N. Y.

Committee on *Expenditures in the Treasury Department*—Messrs. Stuart of Michigan, Cumming of N. Y., Oliver of Mo., Trout of Pa., and Wade of Ohio.

Committee on *Expenditures in the War Department*—Messrs. Kittredge of N. H., Wheeler of N. Y., Middlesworth of Pa., Carpenter of N. Y., and Washburne of Ill.

Committee on *Expenditures in the Navy Department*—Messrs. McMullin of Va., Kitchey of Ohio, Upham of Mass., Dowdell, of Ala., and Pennington of N. J.

Committee on *Expenditures in the Post-Office Department*—Messrs. Lilly of N. J., Miller of Ind., Benson of Me., Seward of Ga., and Abercrombie of Ala.

Committee on *Expenditures on the Public Buildings*—Messrs. Edmundson of Va., Walsh of N. Y., Sabin of Vt., Trout of Pa., and Cumming of N. Y.

House adjourned.

LATER FROM SALT LAKE.

The United States Mails Robbed by the Sioux Indians and Those in Charge of Them Murdered.

INDEPENDENCE, Tuesday, Dec. 5—3 P. M.

The mail from Salt Lake has just arrived here in charge of Mr. MITCHELL, and brings us very sad news.

On the 13th ult. the mail trains under the charge of JOHN JAMISON were attacked near Drippe' Trading Post, six miles this side of Fort Laramie, supposed by a party of Sioux Indians, and all the men attached to them killed. Their names are as follows: —— JAMISON, JAMES WHEELER, and THOMAS HACKETT. CHARLES A. KINCARD, a passenger from Salt Lake, was shot—pierced with three or four arrows and left for dead.

The mail bags were rifled of their contents and the letters all torn open.

Mr. KINCARD was robbed of ten thousand five hundred dollars in gold.

Seven mules were driven off and one killed on the spot.

The mail party of November passed by the place on the 17th, and found that some soldiers had taken care of the dead bodies, and of what little property was left. No escort could be granted them at the post, and they were unable to proceed any further than Fort Laramie. That of December also returned to this point with MITCHELL's men, who bring the sad news to the families of those who were murdered residing here.

Arrival of the Cahawba at New-Orleans—Three Days Later from Havana.

NEW-ORLEANS, Monday, Dec. 4.

The steamship *Cahawba*, from New-York *via* Havana the 1st instant, arrived at this port to-day, and brings three days' later dates from the latter city. Her news, however, is of no importance.

The Mexican war steamer *Iturbide*, from New-York, arrived at Havana on the 29th ult., and the U. S. steam-frigate *Princeton* on the 25th.

Mr. DOUGLAS declined to day the public reception tendered him by his friends in this city.

JOHN E. GREIGS, a very prominent lawyer here, died to-day.

Later from Texas.

NEW-ORLEANS, Tuesday, Dec. 5.

We are in receipt of later dates from Texas, but the news is wholly unimportant.

Weather Reports.

SUSQUEHANNA, Pa., Wednesday, Dec. 6—9:30 A. M.

The weather here is cold and cloudy. The snow is 17 inches deep.

DEPOSIT, Wednesday, Dec. 6—9:15 A. M.

It is cloudy and very cold here. The snow is 2 feet deep.

HANCOCK, Wednesday, Dec. 6—9:45 A. M.

At this place the weather is mild and cloudy. The snow is about 20 inches deep.

NARROWSBURG, Wednesday, Dec. 6—9:35 A. M.

The snow is 10 inches deep here and the weather cold and clear.

PORT HORE, Wednesday, Dec. 6—9½ A. M.

The weather is cloudy and calm here, with prospects of rain. There is no wind.

PORT JERVIS, Wednesday, Dec. 6—10½ A. M.

The weather is moderating along the Susquehanna division of the Erie Railroad. The average depth of snow between Binghamton and Elmira is three feet, and the wind quiet. The trains are running regularly again over the road. West of Elmira there is but little snow.

DUNKIRK, Wednesday, Dec. 6—10.30 A. M.

There is very little snow here. The weather is very cold.

At Hornellsville there is about five inches of snow, and at Olean it is about the same depth.

Non-Arrival of the Mails from the West—Canal Boats Frozen In.

ALBANY, Wednesday, Dec. 6.

We have received no mail from Buffalo since that of Sunday evening, and nothing from west of Syracuse since Monday morning.

About one hundred and fifty canal boats are frozen in between Utica and Little Falls, many of them having valuable cargoes on board.

Large Fire in Green Bay—Weather at Buffalo—Non-Arrival of the Mails from New-York.

BUFFALO, Wednesday, Dec. 6.

A destructive fire occurred at Green Bay, on Tuesday last, which consumed four of the best stores in the place. The buildings burned are TAYLOR's *Factory*, Messrs. MORRIS and BROWLEY's provision store, CALL's hardware store, and MARSHALL's *provision depôt*. The loss is estimated at $20,000, upon which there is an insurance only of $5,000.

The weather still continues exceedingly stormy, *and a severe gale blew last night, but we hear of* no new disasters on the Lake.

We have received no mails from New-York since last Saturday night.

Large Fire at Monroe, La.—Arrivals of Senators Douglas and Johnson in New-Orleans.

NEW-ORLEANS, Sunday, Dec. 3.

A large fire occurred at Monroe, La., on the 26th ult., by which a greater part of the business portion of the place was entirely destroyed, and the loss is estimated at about $100,000.

Senators DOUGLAS and JOHNSON arrived here to-day *en route* for Washington. The former will most probably be honored with a public reception by his friends in this city.

Steamboat Disaster on the Potomac.

WASHINGTON, Wednesday, Dec. 6

The steamer *Baltimore*, of the Southern mail line, broke her machinery and went ashore when about half way between here and Aquira Creek, yesterday morning. Her situation was not known until last evening, when a boat went to her assistance and took off the passengers and mails. No person was injured. The extent of the damage to the boat is not known.

The weather here is intensely cold, and the Potomac River is covered with ice.

Collision on the Central Railroad.

SYRACUSE, Wednesday, Dec. 6.

The express train on the Central Railroad, which left this city at 20 minutes past 8 this evening for the West, came in collision with an emigrant train coming east, near Clyde. We have not yet learned the full particulars.

Departure of the Canada—Boston Maternity.

BOSTON, Wednesday, Dec. 6.

The Royal Mail steamship Canada, Capt. STORY, sailed at noon to-day with 70 passengers for Liverpool, and 15 for Halifax. She takes out $160,700 in American gold, and £300 sterling in English silver.

The Whigs of this city have nominated G. B. UPTON as their candidate for Mayor.

The Steamship Crescent City.

NEW-ORLEANS, Tuesday, Dec. 5.

The steamship *Crescent City* sailed to-day for New-York *via* Havana.

Ghettisation over the Election of Myron H. Clark.

SCHENECTADY, Wednesday, Dec. 6.

One hundred guns were fired here this afternoon, and this evening the principal streets were illuminated with burning tar barrels, in honor of the election of MYRON H. CLARK.

The Southern Mail—Sporte Pyrotechnic, &c.

BALTIMORE, Wednesday, Dec. 6.

We have received here New-Orleans papers of Wednesday. One mail still remains due.

The Virginia *Messenger*, of Stanton, warmly advocates the suspension of specie payments by the banks in that State.

NEW-YORK CITY.

The Weather.

The "snapping" cold weather still continued, although the temperature of yesterday was a trifle milder. Ice forms thickly at night, and not much is done in the sunlight in the way of thawing. There were indications last evening of another fall of snow. The rivers remain unobstructed by ice—the present low temperature not having continued long enough to produce serious consequences.

OLD (ST.) NICK.

A Manifestation.

Time—12 at night. Scene—A chamber dimly lighted, furnished with a desk and two chairs. A Clairvoyant medium with his hat lying on the floor, and his head hanging on his breast. A spiritual operator waves over him an enormous pen feather with extraordinary gestures, and repeats an incantation in Dutch.

Operator.—Thou potent spirit, great Asmodeus, all hail! Thine humble worshipper implores thine aid. Thou, who by thy unearthly might hast given to the verdant student, who in old Madrid once went in search of knowledge under difficulties, the power to see through walls and roofs, who playst mischievous pranks with the teeming fancies of virgins under ether, and who inflamest the brain of mediums spiritual, vouchsafe so to answer my earnest conjuration that this inert mass of frail humanity who now sits before me, may be endowed by thy all-penetrating sight, and here reveal to me the secret doings whereof I seek to know.

(The subject begins to be influenced by the spirit. His eyes half open, with a vacant stare; he hiccups, rises, staggers forward a few paces, and then falls heavily back into his chair.)

Subject—What—what—(hiccup)—what the devil—(hiccup)—are you about old fellow?

Operator—Mortal, be still. (He waves the quill, and the subject falls into the coma.) Great spirit, use thy power. What see'st thou, Medium, with thine inward eye?

Medium—Ha! a gorgeous chamber opens to my wondering view. Bright gilding, brilliant chandeliers, boards groaning 'neath the luxurious *load of rare and costly viands and hungry Knickerbockers* seated around. Hark! 'Tis the music's swell, now floating o'er the paneled ceiling in swalling harmony, now dying out in echoing cadences.

Innumerable Hibernians, white gloved and vested, trot around, responsive to the calls of imperious stomachs. Hot Afric's sons, in parti-colored garments, obedient stand behind the upper table. Large buckled shoes, *les bas* red ribbed, blue inexpressibles, and coats buff-lined with orange faced, the colors of the Holland Dutch, mark out the ebon race to general gaze. Now, one of them, amid the deafening din and clatter of a hundred knives and forks, bears upwards the Dutch chanticleer and plants the pugnacious fowl conspicuously, with his beak towards the East. Anon, DE PEYSTER, donning the three-cocked hat, rises in Presidential dignity and speaks. He thanks them for having reappointed him to the high office which he now administers, passes a glowing eulogy on their Dutch ancestry, endeavors to illustrate their love of liberty by incidents, classics—history, stops—pauses, stops, pauses—and goes on again, and resumes his seat amid unbounded cheers.

Then he rises and proposes in fitting terms the following toasts, to which the company with one accord poured down most plentiful libations of prime champagne:

1. St. Nicholas.
2. The President of the United States.
3. The Governor of the State of New-York.
4. The Army and Navy of the United States.

To the last toast a young Lieutenant, high McPHERSON, replies appropriately.

In quick succession the fifth toast is given:

New-Amsterdam—the Colony of the United Provinces; the Metropolis of the United States.

With deafening cheers was this received, and soon the manly form of the Rev. BETHUNE, with "stomach with good capon lined," and visage reflecting the sparkling liquor that before him stands, rises amid immense applause, and in a flaming harangue applauds the sturdy Hollander, whose enterprise has found a field in every sea, and *whose love of liberty has founded the noblest Republic* in all the world. When, at the close of his address, he wiped his steaming brow and resumed his chair, the audience, rising, cheered enthusiastically.

And now, in reply to the toast of "The Netherlands, the noble Republic which taught us the principle of Federal Union, and planted here the first seeds of civil and religious freedom," old OUDEN rises, and in tremendously fluctious.

Then to the toast of "The Union; it will be preserved," Vice-President KING replies; and Mr. MOUNT, long known for his successful stand against all beauty's influences, responds in glowing rhetoric for "The Daughters of Manhattan." To the toast of the "Sister Societies," the voices of their several representatives sound through the mist of countless tobacco-pipes, with yard-long stems and bowls capacious, and——

(The Medium is interrupted by the sound of a whistle.)

Operator—Hush! The Devil calls. Thou gobbin-damned, thou ink-begrimed and most pestiferous demon, what wantest thou?

A shrill Voice speaks from above—Your copy!

Operator—Copy? 'tis here. Medium, have we peace. Thanks! thanks, good Asmodeus. Now, hie thee back to thy abode.

The Operator scribbles off a piece of manuscript, rushes frantically to the dumb waiter in the corner, then buttons up his coat, and *exit*. The *Medium* tumbles off the chair on the floor, and begins to snore profoundly.

The curtain falls.

Boat Upset—Narrow Escape.

A small row-boat, heavily laden with baggage and containing five men, filled and upset on the East River, nearly opposite the Fulton Ferry, at 3 o'clock this morning. The accident was observed from on board the Fulton Ferry-boat Nassau, Capt. MONROE STRATTON, from Hunter's Point, and several tow-boats that were passing in the vicinity, each of which were immediately put about for the relief of the drowning men. All of them, after considerable difficulty, were rescued in an exhausted condition. The poor fellows were in the water some time and had they not been expert swimmers must have been lost.

Four of the men were sailors and were being conveyed by a boatman to the ship William Rathbone, about to sail for Antwerp, on which vessel they had shipped. One of them was rescued by a small boat, one by a tow-boat, and three (including the boatman) were picked up by the dock hands of the *Nassau*. The sailor saved by the *Nassau* was named WALTER GARMAN and GEORGE PETTON, both of whom desire us to express their obligations to GEORGE MERRITT, Esq., who, being on board the *Nassau*, did all in his power to render them comfortable.

GARMAN accompanied Dr. LIVINGSTONE in his travels in the East, and was with him during his excursions at Nineveh.

City Taxes—Nearly $5,000,000 This Year.

We are indebted to Mr. VERDENBURGH, of the office of the Receiver of Taxes, for a transcript of the returns of City Taxes for the present year. The books closed on the last day of November. Taxes paid hereafter will be subject to interest in proportion to the degree of delay. The amount already paid in is nearly $3,000,000, or $4,946,266 07. The aggregate will probably exceed this sum by $1,000,000.

The recapitulation of taxes received is as follows:

RECAPITULATION.	
Amount of Tax from Aug. 31 to Dec. 1	$3,001,306 79
Dedust amount of discount allowed to Dec. 1	20,139 60
Total	$2,981,167 19
Add amount of Croton arrears 1852 and 1853, to Dec	20,000 00
Total	$3,001,167 19
Added arrears of personal tax 1849 to 1853	$3,739 40
Interest on personal tax 1849 to 1853	449 91
Total	$4,189 31
1 per cent. added to all taxes remaining unpaid Dec. 1	$3,005,356 50
2 per cent. added to all taxes remaining unpaid Dec. 15	
At the rate of 12 per cent. added to all taxes remaining unpaid Jan. 1, from Aug. 31, 1854	
Total tax levied	$4,946,266 07.

Five Points Mission—The Thanksgiving Contributions.

In behalf of the ladies of the Five Points Mission, I beg to return their grateful acknowledgments for the liberal donations of the friends of the Mission at our late Thanksgiving Festival:

The dealers in Washington Market gave us the cost of $114 in cash; 25 barrels of potatoes and fruit, value $62; 200 pounds of poultry, $20; 1,000 pounds of meat, $100; 20 baskets of oysters, $40. Total, $351.

The dealers in Fulton Market gave us a donation in beef, mutton, hams, poultry, butter, oysters, oranges, apples, and cash, amounting to $250.

The following is a list of those who contributed for that occasion, not included in the above:

Cups and Nuts—Rockwell & Winton, 13 cases; J. W. Avis, 12 cases; W. H. Douglass, 12 cases; E. H. Hart, 24 cases; Manning & Faulkner, 20 cases; J. Stebbins, 75 cases; Friend, 9 cases; Hubbard & Gilbert, 12 cases; Williams & Cunningham, 60 cases; Levy Amos, 12 cases; C. A. Avery & Co., 24 cases; Read & Hill, 12 cases; Mr. Macomber, —; A. & W. H. Comstock & Co., 24 baskets.

Boots and Shoes—O. G. Curtiss, 14 pairs; A. Bowsett, 24 pairs; C. W. & S. L. Keich, 9 pairs; Sears, Mostley & Co., 19 pairs; Wm. Smith Brown, 19 pairs; J. S. & P. M. Otis, 24 pairs; L. Brooks, 13 pairs; Allan, Adams & Cady, 120 pairs; Sterling, Cushing & Hegeman, 40 pairs; Sidney Carlton, 47 pairs.

Meat, Groceries, Fruit, Confectionary, &c.—John E. Martin, Baldwin & Smith, Baker & Jaquelish, ——— Sloat, Leech & Co., Wilson & Parsons, J. McCulloch & Co., Thomas & Haley, Yvelin & Son, P. S. Shaw, Mitler & Luther, T. Davis, C. & L. Dennison, Gilbert W. Grant, M. H. Duckworth, Charles Sumner, Frances Rotch, George Allen, Thomas Gilmartin, D. Stillwell & Co., R. C. Alexander, Spencer Trotter, J. H. Shorgenstein, John F. Erhart,

REPORT
OF THE
POSTMASTER GENERAL.

POST-OFFICE DEPARTMENT, Dec. 4, 1854.

The whole number of Post-Offices in the United States, on the 30th of June, 1854, was 23,548. Of this number, 957 are offices the annual compensations from which amount to one thousand dollars and upwards, and the appointments at these offices are therefore made by the President, by and with the advice and consent of the Senate, agreeably to the provisions of the act of 1836. The number of offices established during the last fiscal year was 1,049, and the number discontinued 614, leaving a net increase in one year of 1,335. The number of which the sites and names have been changed in the course of the year was 499. The number of postmasters appointed during the year was 4,403. Of these, 4,126 were appointed to fill vacancies occasioned by resignations; 1,077 by removals; 230 by deaths; 264 by changes of names and sites; and 1,642 on establishment of new offices.

The total number of officers on the list of December, 1854, was 22,985.

On the 30th June last there were in operation 4,287 mail routes. The number of contractors was 3,167.

The length of these routes is estimated at 219,325 miles.

The mail annual transportation of mails was 82,327,-[illegible] miles, costing $4,626,676, and divided as follows, viz.:

21,827,[illegible] miles by modes not specified, at $1,090,325, about 5 cents per mile.

20,209,520 miles by coach, at $1,320,003, about 6 cents per mile.

15,020,280 miles by railroad, at $1,760,615, about 11 cents 4 mills per mile.

5,768,256 miles by steamboat, at $189,136, about 3 cents 3 mills per mile.

Compared with the circuit of the 30th June, 1853, there is an increase of 1,494,483 miles of transportation, or about 2½ per cent., and of $134,709 cost, being about 3 per cent.

The increase of railroad service is 2,446,894 miles, and the expense $187,361, being 19 per cent. in transportation, and not quite 1 per cent. in cost.

The decreased transportation by modes not specified is 377,167 miles, or about 1 per cent., at a cost of $37,880, or 3 35-100 per cent.

The transportation by coaches is less by 455,706 miles, or about 2 per cent., though at an increased cost of $93,-127, or 8 30-100 per cent.

The unprecedented extension of railroads superseded much coach service. The increased cost for a diminished amount of such service may be accounted for from the fact that the new contracts in New-England and New-York, commencing 1st July, 1853, were made at largely-enhanced rates, increasing the aggregate expense, while the amount of service was but only reduced.

The steamboat transportation during the past year was reduced 599,263 miles, or 10½ per cent., at a reduced cost of $142,530, or 29 7-10 per cent.

This is accounted for by the discontinuance of service between Wilmington, North Carolina, and Charleston, South Carolina, Savannah, Georgia, and Charleston, and Detroit, and Buffalo and the suspension of service on the Edenton and White Rivers, owing to the failure of the contractors.

Several steamboat routes were also dispensed with at the expiration of new contracts for New-England and New-York.

The portions of service in the foregoing estimates appertaining to California are 501,620 miles of annual transportation, costing $142,825, and varying but slightly from last year's report.

Steamboat transportation 130,180 miles, at $21,000.

Coach transportation 174,025 miles, at $35,145.

Modes not specified, transportation 238,484 miles, at $46,768.

In Oregon the service is as follows:

Steamboat, 28,080 miles, at $17,000.

Modes not specified, 96,068 miles, at $2,151.

Coach transportation 137,088 miles.

Total cost $45,151.

The annual transportation by steamboat was increased 10,760 miles during the year without additional cost.

The following table exhibits the extension of railroad service during the year, separately, in five groups of States:

	Length of routes.	Miles of annual transportation.	Additional cost.
New-England and New-York	629	971,351	$20,402
Ohio, Maryland and Ohio	362	452,520	15,213
Missouri, Louisiana, Georgia and Florida	1,020	855,207	30,000
Michigan, Indiana, Illinois and Wisconsin	985	710,952	44,214
Kentucky, Tennessee, Alabama, Mississippi, and Arkansas	121	73,396	11,324

The railroads for the year embraced the States of Alabama, Mississippi, Louisiana, Arkansas, Texas, Missouri, Kentucky, Tennessee, Iowa, Wisconsin, Michigan, Indiana, Illinois, California and the Territories of Oregon, New-Mexico, Utah, Washington and Minnesota. In some of the States and Territories I found the mail facilities greatly deficient, and not at all such as the wants and requirements of the people absolutely demanded. After a careful survey of each State and Territory, I gave to it such additional facilities as its increasing trade and population seemed to require.

A comparison of the service under the new contracts commencing 1st July last, in operation on the 30th September, with that under the expired contracts on the Northwestern and South-western sections of the Union, shows that the annual transportation of mails has been increased 2,900,000 miles, at an increased cost of $395,-273 per annum, divided among the several States and Territories, as follows:

	Increased miles of annual transportation.	Increased cost.
Michigan	145,249	$2,190
Indiana	38,256	16,425
Illinois	386,828	67,956
Wisconsin	75,527	22,209
Iowa	180,156	20,625
Missouri	93,696	11,635
Minnesota	69 960	2,061
Kentucky	209,208	———
Tennessee	———	16,965
Alabama	———	19,764
Mississippi	577,216	49,216
Arkansas	477,156	46,668
Louisiana	356 904	41,136
Texas	480,148	67,154
California	83,520	———
Utah	83,960	12,960

In California the transportation has been slightly decreased, though the total cost of service is increased $19,706.

In New-Mexico the same amount of transportation continues as under the former contracts, but at a reduced cost of $10,780.

In California, 60,268 miles of additional transportation is obtained at a reduced annual cost of $41,304, according to the accepted bids; but, owing to the failure of the bidders on two important routes, it is expected that the actual cost of the service will be largely increased.

The service in Oregon has been reduced by not renewing the contracts on the routes from Columbia to Douglas, Corvallis to Wassopum, and Wassopum to Salt Lake.

In Kentucky, 209,208 miles of additional service were obtained at less pay than under the former contracts.

Of the 2,066,960 miles of transportation above stated, 1,208,660 miles are performed by railroad.

Of the additional cost of $395,273, $100,961 is for railroad service.

The total annual transportation under the new contracts, as adjusted for the quarter ending 30th September, is 20,047,050 miles, and the total annual cost $2,-275,799, divided as follows, viz.:

2,276,966 miles by railroad, at $343,118, or 9 cents and 9 mills per mile.

4,160,304 miles by steamboat, at $456,766, or 10½ cents per mile.

9,674,772 miles by coach, at $546,052, or 9 cents and 6 mills per mile.

14,036,148 miles by modes not specified, at $949,836, or 6¾ cents per mile.

Contracts have been made to convey mails by steamboat between New-Orleans, St. Francisville and Vicksburg, at $75,000 per annum, and between Mobile and Montgomery, Alabama, at $25,000 per annum, which are not included in the foregoing statements. The amount of pay for service, as in operation on 30th September, between New-Orleans and St. Francisville, by transient boats, is $33,000. It is proper, therefore, to add for the new regular service $41,000, which, with the $25,000 on the Alabama River route, will increase the cost of the service for the current year $66,000—making the whole additional cost of the new contracts $471,273.

To these must also be added the cost of additional route agents, local agents and mail messengers appointed since 1st July, amounting to $7,906.

There were in service on 30th June last, 220 route agents, at a compensation of $181,600 per annum; 91 local agents, at $16,400 per annum; and 908 mail messengers at $92,131 98 per annum; making a total cost of $290,231 98 per annum to be added to the other cost of transportation, stated above at $4,630,676.

Pursuant to the Act of Congress of 5th August, 1854, I invited proposals on the 21st August for conveying mails from Cairo, Illinois, to New-Orleans, and back, daily, in steamboats.

Only one bid was received, within the prescribed time (20th November,) and that being for $300,000, I did not feel myself at liberty to accept it. A second bid at a much more reasonable rate was received after the register time had expired.

There are now no great mail lines in operation with which to connect the proposed one at Cairo. The time is, however, not distant when the Rosecrans connection will be effected by the Illinois Central Railroad to Cairo, and at the Ohio and Mississippi Road to the point of intersection from the East with the Illinois Central. I am informed that by the end of January the Illinois Central, will be completed, and that by the 1st of July the Ohio and Mississippi Road will make the eastern connection with that Road. The chain of Railroads between the Atlantic at various points and the Mississippi River, thus completed, will attract large and important mails which are now conveyed on other routes, and most materially enhance the importance of a steamboat route between Cairo and New-Orleans. Moreover, it is reasonable to anticipate such an increase of trade and travel in the same direction as will go very far towards maintaining a handsome, daily steamboat line from Cairo to New-Orleans.

At present the mail matter, in transitu, for the Department, would be from this Department and Chicago, Buffalo, &c. Hereafter it will only be from the latter points. Should it be found that the new service does not accommodate the public as soon as expected, additional trips to Memphis will be ordered.

In the mean time, mails are regularly conveyed as heretofore, by the trip between Louisville and New-Orleans, and St. Louis and New-Orleans.

I have also contracted for separate service between New-Orleans and Vicksburg, Vicksburg and Napoleon and Memphis.

There were in operation on the 30th September last 320 railroad routes; their aggregate length was 16,631 miles, and the cost of mail transportation thereon was $1,923,747 99. Add to this the sums paid mail messengers, route and local agents, and the whole cost of this service will be $2,100,349 80.

In adjusting the rate per mile to be paid these railroads great difficulties continue to exist. The principle which should regulate their pay seems to be agreed upon. The Companies allege that the Government should not ask or expect them to perform for it any service at a less rate than that paid by individuals for similar services. This principle has never been denied or disputed by the Post-Office Department; but, on the contrary, it has always maintained—and this has been over the great cause of difficulty between the Department and the Companies—that the Government has been charged and paying much greater prices than those paid by individuals. Whether this be so or not, is a matter that could be easily settled by computation. And when the Post-Office Committees of the House of Representatives, at its last session, proposed a bill fixing certain rates per mile for mail transportation on the roads, if it could have been shown to them that the rates thus fixed were too low, considering the weight of the mail, its importance, and the facilities and space given for its transportation, I am satisfied they would have at once increased the rates. What is required is to fix fair and just prices—Companies performing similar services to receive the same pay, which is not now the case, and all of them to be paid according to the bulk of the mails, the speed with which they are conveyed, and the accommodations required. The same principle the Express Companies would be a very unfair criterion by which to regulate the charges to be paid for the conveyance of the mails. Controlled by no competition, excepting such as it is in the power of the Railroad Companies themselves to prevent, they can pay any prices which may be demanded of them and assess it upon their customers. It would be unjust, too, to found a calculation upon the assumption that the mail car was 20 feet in length—15 for a mail-room, and 10 for a Post-Office—and then to estimate and charge both for weight of car and mails at 14 tons. Accommodations such as these are required best for the security of the mails and to enable route-agents properly to discharge their duties; and to this fact I early drew the attention of the Companies; but these accommodations have not been given. Many of the railroads, desirous of properly serving the public, devote a car exclusively for that purpose; but in the great majority of cases a car is divided between the Government and express Companies, or a space is apportioned off for the route agent, the mail being placed with the baggage in one, and the balance of the car appropriated for a smoking-room. The calculations which I have made and those which some of the Companies make differ most widely, and show that they are receiving for the mail much more than for first-class freight; but the question whether the calculations of the Department or the Companies be correct could be readily settled by a Committee of Congress; and if the Companies wish Government to pay them only such prices as they receive from individuals, the whole matter is one of easy solution. In the opinion that this Government is paying much more for railroad service than it is worth, I have been confirmed by the prices paid for similar services in England, France, Germany and Canada. With the Great Western Railroad Company in the latter country, the Department, in March last, entered into a contract to carry the United States mail from Suspension Bridge, New-York, to Detroit, Mich., for the sum of $30 a mile. The same care carry the local Canada mail; and if the Canadian Government allow this Company $30 a mile, in addition to the sum received from this Department, the important trunk road will be receiving $60 a mile.

It is of very great importance that kind relations should always exist between the Post-Office Department and the different Railroad Companies, because when such is the case the public interests are always better served. It has been, and will ever be, my effort to preserve those relations. Exorbitant demands for services, however, will always be refused; and when a schedule is arranged, not by the Department alone, because it has no such power, but by the joint consurrance of the Department and the Company, who always have regard to the local business of the road, the public officer would be derelict in his duty who would not exact a conformity thereto. Unless such were the case, there would be no order or regularity in the mail system, and business to the thousand ramifications would be seriously disturbed. When a fine is laid, if at one made good cause be shown, it is always remitted—not if it is not occurring too much to say that every delay of the mail causes embarrassment, if not injury, to hundreds, and therefore every excuse should be carefully examined. The merchant, manufacturer, and farmer rely upon the mail principally for their remittances. All classes of our citizens anxiously await the arrival of their letters and newspapers; and if, through the inattention or neglect of the Railroad Companies or of their agents, delays take place, what good reason can be assigned why they should not be treated as other contractors?

By the act of 24 July, 1836, it is provided that contracts shall in all cases be awarded to the lowest bidder. In order to guard the Department against fraud and imposition, the form of a bid is prescribed by the regulations. A guarantee is likewise provided from the sureties, which few responsible persons undertake that if the party bidding to become such shall enter into the contract for the service proposed, with good and sufficient securities. A certificate is then required to be signed by a postmaster, judge, or clerk of record, who certifies to the sufficiency of the guarantors. Notwithstanding these precautions, irresponsible men frequently become bidders, having no design of performing the service, but with the sole object of selling out their bid. Failing to find a purchaser, they refuse to enter into the contract, and when inquiry is made into the sufficiency of the guarantors, in order to institute an action against them, it is discovered that they are pecuniarily worthless. On failure of this description the contract is awarded to the next lowest bidder; but as he is not bound by his bid, after the acceptance of the lowest bidder, it very frequently happens that he declines its acceptance, and the Department is obliged to pay much more for the service than it could have been had for, or than it is really worth. Such instances occurred frequently at the last lettings, which have increased very much the cost of the service. Some direction should be found a calculation upon the assumption that the mail given to the Postmaster General to prevent such frauds; but in its absence I have determined at the next lettings to designate certain postmasters in each State in which a letting is to be had, who alone will be authorized to give the required certificate.

The proper distribution of mail matter in a country so vast as ours, with so many mail-routes and so many Post-Offices, is a subject attended with great difficulty, and to which the attention of my predecessors has frequently been directed. Letters, instead of having one, or at most, two distributions, have been distributed four or five times before their arrival at the destined point. The consequence has been, that the discretion and delivery commissions have almost consumed the postage; but the worst evil arising from this practice has been that great delays have been occasioned, which have always been the subject of just complaint. To distribute mail matter properly, requires a minute knowledge of mail arrangements, and thus the Department alone can have. If the Postmasters at the various distributing Post-Offices were permitted to make their own distribution schemes, with their necessarily imperfect knowledge, great confusion must occur, and, instead of a letter being mailed direct to the distributing office to which it belongs, it would be mailed from point to point along the route, until it reached its destined point. To prevent these delays, and at the same time to possess myself of the local knowledge of the Postmasters at the distributing Post-Offices, I caused to be forwarded to me the different schemes of distribution. Some of them I found quite perfect, but the great majority of them were very defective, and my only surprise has been that greater delays in the delivery of letters have not taken place. I am now having prepared distribution schemes for every distributing office in the country, allotting to each its proper distribution. When they are completed, I shall require the Postmaster at the mailing point by turning to his scheme and looking to the counties and towns in each State allotted to the various distributing offices, be enabled to mail direct. The Department will likewise have the important matter of distribution under its exclusive control, and when new mail arrangements are made, by railroad or otherwise, which would change the course of distribution, the different offices can be instructed accordingly. Much, however, remains to be done. Every distribution causes delay, and this must, necessarily, take place under our present system, once or twice, which is one great cause of complaint that letters do not reach their point of destination as soon as passengers. When the letter is thrown into one distributing office to another; the mailing is direct, and if sent on its proper course, there is no good reason for any delay. The mailing, indeed, should be direct from every Post-Office in the United States to another; but this, under our present system, I view as impracticable. With our existing regulations, which prescribe that every Postmaster shall mail direct to the place addressed, all letters for his own State or Territory, and all letters for Post-Offices in other States and Territories which should not pass through a distributing office on their proper route to the office of delivery, rigorously enforced, and the new schemes of distribution in operation at the various distributing Post-Offices, I trust to be able to give to our mails greater speed and regularity.

The Auditor reports the expenditures of the department for the last fiscal year at $8,877,426 12, for the following objects, viz.:

Compensation to postmasters	$1,727,706 10
Extra compensation to postmasters by the act of March 3, 1851	94,736 27
Ship, steamboat and way letters	19,549 67
Transportation of the mails, including the mails to Bremen, Havre, and Havana, and the mails across the Isthmus of Panama	5,462,268 59
Wrapping paper	40,425 66
Office furniture for post-offices	8,997 36
Advertising	103,803 27
Mail bags	48,551 27
Blanks	72,176 61
Mail locks, keys and stamps	10,070 77
Mail depredations and special agents	48,709 81
Clerks for offices (of postmasters)	631,126 28
Official letters received by postmasters	427 32
Postage stamps	13,262 17
Stamped envelopes	47,410 77
Postage stamps of old issue redeemed	21 66

Payments to letter carriers	116,000 00
Compilation of post-routes	1,500 00
Miscellaneous payments	12,277 69
Payments for Britain mails	15,545 00
Total	$8,877,426 12

The gross revenue of the last fiscal year, including foreign postages and the annual appropriations from the treasury, granted by the acts of 3d of March, 1847, and 3d March, 1851, in compensation of mail services rendered to the Government, amounted to $8,969,596 22, viz.:

Letter postage	$3,647,110 50	
Stamps sold	2,146,676 02	
Newspapers and pamphlets	906,148 18	
Fines, other than from contractors	17 50	
Emolument accounts of postmasters	61,953 06	
Letter carriers	125,906 52	
Recovered from defaulting contractors	7,990 54	
Dead-letter money unclaimed	4,349 11	
Miscellaneous receipts	3,186 93	
Total	$9,933,356 36	
Annual appropriations above stated	710,000 00	
Total	$9,033,356 36	

The revenue, as above stated, includes the balance against the Department of $128,565 61, resulting from our postal account with Great Britain, Prussia and Bremen for the last fiscal year.

The expenditures of the Department for the past year, including payments for foreign postages, were, as already stated,

	$8,877,481 12
The revenue of the year, including foreign postages and the appropriation for free matter, amounted to	6,955,596 22
Deficiency	1,021,833 06
To the deficiency above stated should be added the balances due and unpaid to the London and Bremen offices up to the 1st of July last, less the balances due by the Prussian office up to the same period, viz.:	
Balance due the London office from April 1, 1853, to June 30, 1854	$230,590 07
Balances due and unpaid to the Bremen office to the same period	13,446 40
	243,736 47
Less balance due from the Prussian Office, 1st January, 1853, to June 30, 1854	110,241 14
	133,495 33
Total deficiency for 1854	$1,755,331 23
The deficiency for the year ending June 30, 1853, as stated in my report of last year, was	22,117,078 98
In the year 1854 the deficiency, as stated above, was	1,755,331 23
Difference in favor of 1854	$361,756 07

One of the results of the great activity and expansion which have prevailed in the general business operations of the country during the past year is manifest in an extraordinary increase of the Post-Office revenue; and that it may be seen in which branch this increase has mainly arisen, the revenue of the past and preceding years is here presented in a comparative statement from which the foreign postages are excluded:

	Revenue of 1853.	Revenue of 1854.
Letter postage	$2,641,965 42	$3,277,110 50
Stamps sold	1,629,282 12	2,146,676 02
Newspapers and pamphlets	611,233 42	906,148 18
Emolument account of Postmasters	39 356 01	61,953 06
Received from letter carriers	113,017 3	125,906 52
Miscellaneous receipts	4,760)	7,990 54
Annual appropriations for free matter	700,000 00	700,000 00
	5,940,794 70	6,955,596 22
Deduct the balance in each year resulting from our postal accounts with England, Prussia and Bremen	94,606 27	128,565 61
	5,846,288 43	6,816,057 61
		5,846,288 43
Total increase of 1854		970,392 48
		or 18 85-100 per cent.

If from the letter postage and stamps sold in each year the foreign balances be deducted, there will appear an increase over 1853 of 20.67-100 per cent., while the revenue from newspapers and pamphlets in 1854 seems to have fallen off nearly 1 per cent.

But the general account of "stamps sold" is necessarily so kept as to embrace not only the letter postage stamps and stamped envelopes, but also the one cent blue stamps, which are generally used to prepay transient newspapers, printed circulars and dropped letters, and occasionally upon domestic and foreign correspondence.

Therefore, to arrive at a proper estimate of the revenue from printed matter, it is necessary to accord to it its due proportion of the stamps sold. If we admit 75 per cent. of the average amount of the blue stamps sold in the last three years to belong to the revenue from printed matter, then the condition of the case as derived from that branch in the last four years will be shown by the following statement:

	Year ending June 30, 1851.	Year ending June 30, 1852.	Year ending June 30, 1853.	Year ending June 30, 1854.
Revenue received by the Department	$1,013,130 00	$780,946 25	$811,225 25	$956,146 15
Three fourths of blue stamps sold	None issued this year.	39,091 66	39,666 17	32,666 61
Total	$1,013,130 00	$827,037 91	$850,891 42	$988,812 76

As the act of the 30th August, 1852, fixing the present rates of postage on printed matter, took effect on the 1st October following, a fair comparison can only be instituted between the revenue of the two last fiscal years, through the whole of which the existing rates of postage prevailed. This shows that after giving to each year the liberal allowance of three fourths of the one cent stamps sold, the year ending June 30, 1854, exceeds the previous year only 9 45-100 per cent.

In this act there is a clause which provides that "when the postage upon any newspaper or periodical is paid quarterly or yearly in advance," one-half only of the regular rates shall be charged. In view of the trivial increase of the postage on printed matter, and of the extremely low rates, particularly for newspapers and periodicals, I would recommend that the law be so far changed as to strike out the clause referred to, leaving the Department to fall back upon the act of 1825, under which quarterly payments in advance on newspapers and periodicals have heretofore always been required. The propriety of this recommendation will be apparent not only for the reasons above suggested, but also from the following comparative statement of facts: Under the act in operation prior and up to July 1, 1851, the postage, for instance, on a weekly newspaper when sent not over one hundred miles, or any distance in the State where published, was thirteen cents; and when sent over one hundred miles, or out of the State where published, nineteen and a half cents a quarter. By the act of March 3, 1851, six different rates, according to distance, were established. Thus on a weekly newspaper, for any distance not exceeding fifty miles, five cents a quarter; over fifty and not exceeding three hundred miles, ten cents; over three hundred and not exceeding one thousand miles, fifteen cents; over one and not exceeding two thousand miles, twenty cents; over two and not exceeding four thousand miles, twenty-five cents; over four thousand miles, thirty cents a quarter; and weekly newspapers to subscribers in the County where published, were made free. By this act the postage, it will be perceived, for any distance not over one thousand miles, was greatly reduced; but owing to the diversity of rates the two great objections for the abolition of one and two cents and increase of the longest distances—its modification was at once called for, and this resulted in the present law, by which the quarterly rate on any weekly newspaper or periodical not exceeding three ounces in weight, sent any distance in the United States, is only six and a half cents. On newspapers not exceeding one and a half ounce in weight, when circulated in the State where published, the quarterly rate is still one-half less, being only three and a quarter cents; and weekly newspapers to subscribers in the County where published go free. I cannot avoid the consciousness, that had it been clearly understood that the act of 1825 required payment quarterly in advance on regular newspapers to subscribers, and that the effect of the law in question would be to reduce the postage on the great bulk of printed matter to rates so exceedingly low, Congress never would have given its sanction to the measure. If my recommendation be adopted, the quarterly postage, for instance, on a weekly newspaper or periodical not exceeding one and a half ounce, circulated in the State where published, (and in the same proportion for more frequent publications,) will be six and a half cents; and when not over three ounces in weight, sent to any part of the United States, thirteen cents a quarter. The newspapers to subscribers living in the County where published, will continue to go free.

The expenditures of the current year ending June 30, 1855, owing to causes not within the control of the Department, will greatly exceed those of the past year.

In my report of the 1st December last, I had the honor to state that the commissions allowed to postmasters by the 6th section of the act to establish certain post-roads, &c., approved 24 March, 1839, had proved insufficient at several of the distributing offices to defray the expenses necessary to their efficient administration; and to remedy a state of things so injurious to the service, I then recommended the restoration to the Postmaster General of the discretion given him by the 6th section of the "Act to reduce and modify the rates of postage," approved March 3, 1851, so that he might have it in his power to allow to the postmasters at such distributing offices the means necessary to defray expenses. At the same time I took occasion to say, that while this power should be given to meet the exigencies of a particular class of cases, not exceeding twenty in number, there were abundant reasons why a larger share of the postages should not be diverted from the general purposes of the Department. Upon representations subsequently made, it was deemed expedient to ask an enlargement of the power above mentioned so far only as to embrace a few separating offices situated at points exacting great labor and affording but a nominal compensation to the incumbents. Careful estimates were made by the Auditor of the increase of expense necessary to enable the new distributing and separating offices which might be found necessary, appear to be justly entitled to aid from the Department, and the conclusion was that the whole sum we could not exceed $40,000 per annum.

This sum would certainly have been sufficient to cover all proper demands for additional aid. But the views of the Department did not prevail, and Congress passed the act of June 23, 1854, fixing an increased scale of commissions and raising the aggregate compensation of all the postmasters in the United States not less than $300,000 per annum, thereby increasing the expenditures of the Department to that amount, instead of $40,000, as had been recommended. The expenditures of the current year for "compensation to postmasters," "clerks for offices," &c., will be further increased by the operation of the 5th and 6th sections of the act of 30th July, 1854, establishing mail service for the naval service in the States of California and the Territories of Oregon and Washington. By the 5th section of the act the Postmaster-General is authorized and directed to allow in the statement of the accounts of Postmasters in California and Oregon, respecting all fines which the Postmasters may have remitted, and all just and reasonable expenses incurred by them in and about the business of (mail) postmasters and the discharge of their official duties: provided that no allowance shall be made whereby the United States shall be charged with any indebtedness whatsoever. The 6th section also fixed the salaries of postmasters in California, and the Territories of Oregon and Washington, subject to the approval of the 4th and 5th sections of the act [illegible] approved on the 30th June, 1854, to $184,144 41, of which sum it is estimated that not less than $50,000 may be expended under the provisions of the 5th section, and carried into the general accounts of the Department as expenditures of the current year.

In addition to the burdens thrown upon the revenue of the Department by the general increase of the compensation of Postmasters, and the special legislation for those in California, Oregon and Washington Territories, the cost of transporting the mails will be greatly increased in the present year by putting new post-routes in operation, by the enhanced prices demand in the very large section let to contract from the last July last, and by important improvements in the grades of service generally.

While I shall take care that the expenditures of the Department are not unnecessarily increased, and that it shall draw from the general Treasury only as much as its absolute wants require, which, I fear, it must necessarily do for some years under the present rates of postage, it would be neither wise nor expedient to deprive or keep from our people the mail facilities which they require. The principle adopted in the infancy of our Republic, that the Post-Office Department should sustain itself from its own revenues, was, in my opinion, most wise and salutary. A postage was then laid sufficient to meet the wants of the service, and under this system each nation paid the expenses of the transportation of its own letters, and others were not taxed for his benefit, as they must be when sums have to be drawn from the general Treasury, to meet deficiencies in the Post-Office revenues.

Having thus briefly adverted to some of the causes of increase in the expenditures in the current year, I proceed to show what those expenditures will probably be, and what means the Department will have to meet them.

It is estimated that the expenditures for the year 1855, exclusive of payments for foreign postages accruing within the year, will be about $9,841,921 33, viz.:

The rate of cost of transportation, including foreign mails on the 30th of June, 1854, was	$8,577,912 00
To the cost of transportation in 1854 and the increase in the current year, which will be occasioned by the enhanced price of the new contracts commenced 1st July last in the Northwestern, Western, and Southern States and Territories, including California and Oregon, by the extension and improvement of the service thereon, and by improvement in other sections, about	650,000 00
Total for transportation in 1855	9,167,912 00
For compensation to postmasters, clerks for offices, ship, steamboat and way-letters, wrapping paper, advertising, office furniture, mail bags, blanks, mail locks, keys and stamps, mail depredations, and special agents, postage stamps, and stamped envelopes, letter carriers and miscellaneous payments	3,541,129 00
For balances due to foreign countries up to June 30, 1854, which will be paid in 1855, amounting to	133,483 33
	9,841,921 33

The means for the year 1855 will probably amount to $9,959,944 00, viz.:

The balance stated by the Auditor as at the credit of the revenue account on the 30th June last was	$740,078 67
From the above balance the following deductions should be made, viz.:	
Doubtful and unavailable balances due by late Postmasters, originating prior to June 30 1854	$149,439 84
California accounts, estimated at	80,000 00
Balance due from foreign postage accounts prior to June 30, 1854	133,483 33
	362,921 67
Available for 1855	$417,156 95
The gross revenue of the year, exclusive of balances resulting from the foreign postage accounts, is estimated at	8,738,934 00
The appropriations for free matter, late $300,000 drawn in 1854	500,000 00
The appropriation to supply deficiencies in the year 1855, made by the act of August 5, 1854	2,344,454 00
Total	$9,959,944 00
Estimated expenditures of 1855	9,841,921 33
Estimated surplus June 30, 1855	$118,023 67

During the three years which commenced on the 1st July, 1851, and ended on the 30th June, 1854, the Department issued 168,159,417 postage-stamps, and 23,-276,650 stamped envelopes, amounting in the aggregate to $5,507,226 65, which, with $1,095,301 73 in money sold, being about 19½ per cent. of the whole amount issued.

Having ascertained that the mode of examining and checking the quarterly returns of postmasters was radically defective, I took occasion to invite attention to the subject in my report of last year, and I again adverted to it because subsequent investigation and experience have convinced me a thorough check of the accounts under the present system is wholly impracticable. Such a check is indispensable to the safety of the revenue, and can in no way be effected so certainly, as at so little cost, and with so much advantage to the service, as by adopting a prepayment of postage in all cases, and using within our postal arrangement with foreign countries.

This plan, connected with a well-digested system for the registration of letters, to which I shall presently allude, would quicken correspondence, while it would facilitate and expedite the operations of the Post-Offices in mailing and delivering letters, and inspire confidence in the Department as a safe means of transmitting letters containing remittances.

Very soon after I entered upon my duties in this Department, its large and increasing correspondence in regard to the loss of valuable letters contrasted to the mails attracted my attention. I found, on examination of the subject, that although Congress, in establishing our postal system, appears to have had principally in contemplation the providing of suitable and convenient means of correspondence and the diffusion of intelligence, yet, from that time until now, the mails have been used, to a large and constantly increasing extent, for the transmission of bank notes and other valuable enclosures, and are now the principal means through which the remittances of the country are made; while neither the laws nor any regulations of this Department have provided any additional guards for their security against loss or depredation beyond those originally established. In view of the enormous sums which are constantly passing through the mails, the losses by depredation are inconsiderable. But such losses are numerous; their aggregate amounts is large, and they are increasing with the growth of our country, and the extension of its mail service. Under these circumstances, I have thought it proper to recommend such legislation on this subject as may enable this Department to give greater security to valuable letters in the mails, without assuming any liability for their ultimate loss. By our present system, all letters mailed at a given date at one Post-Office for delivery or distribution at another, are entered en gross, according to their postoffice rates of postage, upon one post bill. If a letter of great value be embraced in the bill, neither its address nor any other description of it is entered on the post bill by which it can be distinguished from other letters of the same postage rate or rate of postage. Nor is the address or description of any such letter entered on the Postmaster's account of mails sent, nor indeed upon any other record kept in the office from which it is sent. The only account kept by the Postmaster is a *money account*, made up each day of the several aggregates of postages of the different rates, either collected or charged as unpaid. It will be seen that, under such a system of accounts, a missing letter can never be traced with certainty, for the account neither furnishes evidence that a particular letter ever reached the place of its destination, nor does that it left the office of mailing. Believing that this imperfection in our system can only be remedied by the adoption of a general and uniform plan of registration for all valuable letters, I have, after consulting the experience of other countries on the subject, devised a plan of registration which I think suited to our circumstances, and likely to add greatly to the security of the mails against depredation.

It provides that receipts shall be given for valuable letters when posted, and that duplicates of these receipts shall be kept for reference at the office of mailing; that the full address of each letter shall be entered in a separate post bill, which shall be copied at large upon an account to be kept of registered letters sent. This post bill is to be forwarded in a sealed envelope, separate from the package of letters to which it relates, and its receipt at the office of its destination is to be acknowledged by a duplicate thereof returned to the office of mailing—marked *correct*, or otherwise, as it may be found on comparison. It provides that at the large offices valuable letters shall be received at one window only, and that the receiving clerk shall check them to the register clerk, and he to the mailing clerk. It is, in short, designed to fix responsibility and to furnish means whereby to put new life to tracing a missing letter from the point of its reception to that of its disappearance. To carry this plan into effect it will be required that new and expensive blanks be provided and distributed, and that an increased clerical force be employed in the principal Post-Offices. I have not, therefore, felt at liberty to adopt it without the sanction of Congress, and authority to establish some additional rate of postage on this class of letters as may be deemed adequate to the expense of registration.

In Great Britain the "registration fee" on inland and most foreign letters is eightpence sterling (about twelve cents) in addition to the ordinary rates of postage, and it is expressly provided that "such registration shall not render the Postmaster General or the Post-Office revenue in any manner liable for the loss of any such post letters or the contents thereof." It is believed that authority to establish an additional rate of five cents on such letters registered, and to require the postage on all registered letters to be prepaid, would enable the Department to carry into effect the plan here submitted without prejudice to its revenues.

It is not proposed to make the insurance of valuable letters compulsory, nor that the Government shall become liable for such letters when lost, but only to entitle such person mailing a valuable letter to do so in the ordinary manner, or in old envelopes, to its custody by the payment of a registration fee. I feel satisfied that the registration of valuable letters, as proposed, would be highly appreciated as a means of security by the large commercial element of the community, whose enterprise and patronage are made perpetually through the mails, and who have from time to time urged in vain upon this Department the adoption of some such plan for their protection. I believe, too, that such a system of registration would relieve this Department from the imputation of numerous losses now properly chargeable upon the persons by which valuable letters are taken from the mails either before they reach any Post-Office or have been stolen after arriving at the places of their destination.

The cost of the service for the last fiscal year on the several United States mail steamship lines, and across the Isthmus of Panama, is as follows:

New-York to Liverpool, Collins's line, twenty-six round trips	$858,000 00
New-York via Southampton to Bremen, eleven round trips	167,272 00
New-York via Cowes to Havre, seven round trips	137,500 00
New-York and New-Orleans to Aspinwall, twenty-four round trips, including same number of trips between New-York and New-Orleans, and Havana	399,000 00
Astoria via San Francisco to Panama, twenty-four round trips	918,912 65
Charleston via Savannah and Key West, to Havana, twenty-four round trips	58,000 00
New-Orleans to Texas Ports, twenty-four round trips, including Tampico	27,200 00
Aspinwall to Panama	119,727 03
Total	$2,625,610 70

By the act of Congress approved the third of March, 1847, the President was authorized to contract for the construction and equipment of four first-class ocean-going steamships, to be stationed in the navy of the United States. It was by the second section made the duty of the Secretary of the Navy to accept on the part of the Government of the United States the proposals of E. K. Collins and his associates for the transportation of the mails, in the Department's most approved New-York and Liverpool. The steamships to be employed were to be as commenced as to render them convertible at the least possible cost into war steamships of the first class. By the fourth section of the same act it was likewise made the duty of the Secretary of the Navy to contract with A. G. Sloo for the transportation of the mail from New-York to New-Orleans twice a month and back, touching at Charleston, *if practicable, Havanah, and Havana, and from Havana* to Chagres, and back twice a month. The fifth section authorized him to enter into a contract to carry the mail from Panama to Oregon once a month. The last section made it the duty of the Secretary of the Navy to provide in the contracts authorized by the act that the Navy Department should at all times enjoy the control over said steamships, and at any time have the right to take them for the exclusive use and service of the United States, due provision being made in the contracts for the mode of ascertaining the proper compensation to the contractors therefor. On the first of March, 1847, the Secretary of the Navy entered into a contract with E. K. Collins and his associates. The contract contains all the stipulations required by the act of Congress; the service to be performed was twice each month for eight months of the year, and once a month during the other four months. The sum to be paid was $230,000, or $19,250 a trip, and the contract was to continue in force for ten years from the date of the commencement of the service. G. Sloo was contracted with by the Secretary of the Navy, on the 30th of April, 1847, to perform the service mentioned in the fourth section. The service was to be thrice a month; the sum to be paid $290,600, and the contract to continue in force for ten years from the commencement of the service. This contract likewise contains all the stipulations required by the act of Congress, and was assigned by A. G. Sloo to Grenada Law, Marshall O. Roberts, and B. H. McIlvain on the 3d of September, 1847. The contract to transport the mail from Panama to Oregon was entered into with Arnold Harris on the 16th of

NEW-YORK CITY.

TRIAL FOR DIVORCE.

Cause of Fernando S. Childs vs. Solomon Childs, SUPREME COURT—CIRCUIT.

Before His Hon. Judge Edmonds.

SIXTH DAY—TUESDAY, Dec. 5.

CROSS-EXAMINATION OF CHARLES H. WATSON, RESUMED.

Q.—What portion of your time did you spend at home of M. Fuss? A.—I don't think that a proper question.

Mr. Jordan—Is it right, your Honor, for this fellow to come here and insult counsel in that way?

The Court—I must in my view the witness is not bound to give the whole history of his private life.

Mr. Jordan—I did not ask him relative to his private life.

The Witness—I can answer the question; I have slept in that house all night.

Q.—What proportion of your nights were spent in going about or there between 7 and 10, sometimes till 11, and sometimes at 12 o'clock; after those hours I used to generally go around to the saloons.

Q.—If I understand right, you generally went to those places after 9, 10, 11 and 12 o'clock? A.—Yes, Sir, and sometimes through the daytime, too; I have been there often.

Q.—In either of those occasions on which Solomon Childs and his brother, or either of them, were there, did you speak to them? A.—I have never spoken to them that I know of; I was never introduced to them, and therefore I could not speak to them.

Mr. Jordan—That don't follow; I never had an introduction to you; did you see them when they went into the house on those occasions? A.—I saw them in the house.

(Question repeated.) A.—No, Sir; I never saw them when they went.

Q.—Did you see them when they came out? A.—No, Sir.

Q.—Where did you first get acquainted with them—that is, by sight? A.—In my house—those used to be engaged in business next door to me.

Mr. Jordan—I want to know where you became acquainted with them by sight.

Witness—In room-no.—

Mr. Jordan—I did not ask you about your room-mate. I asked you where you became acquainted with the brothers by sight.

(This question was repeated several times, and the witness in each case was not allowed by the counsel to proceed with his answer. On the question being put for the nine, the witness answered as follows:)

Witness—The place, I think, was in their store.

Q.—Was it in their Westside or retail store? A.—I do not know whether they ever wholesaled or not.

Q.—Was it in their retail store? A.—It was their retail store; I know they retailed goods there.

Q.—On what portion of the store? A.—On the west side.

Q.—Do you recollect the number of their store? A.—I do not.

Q.—Now, where did you first see Solomon Childs and his brother?

The Court—I understood the witness to say that he first saw them in his Main-street.

Mr. Jordan—The first effect of a false witness is to evade a direct answer.

The Witness—The gentleman has made an assertion against my character, and I will make him retract.

Mr. Graham—I submit to the Court, that this witness has not put on the stand for the contest to lower and us.

Mr. Jordan—Was their store near Bayard's? A.—Yes, Sir.

Q.—Do you know the number of their store? A.—I do not.

Q.—Do you know a place called the Gothic Arcade? A.—Yes, sir.

Q.—Is it near that? A.—It is.

Q.—How many times did you see them in that store together? A.—I have seen them at least 15 or 20 times.

Q.—Where was between Childs doing at that store at the times you call of? A.—I did not ask him.

The Court—What was he doing? A.—He was engaged in business; he was one of the partners in the business, I suppose.

Q.—What was he doing in the store? A.—I did not see him doing anything in the store.

Q.—Do you know what William was doing? A.—I do not know what any of them were doing; I do not know whether they were salesmen, bookkeepers, or what they were.

Q.—What were they doing in the store? A.—When ever I saw them they were on the floor in the store.

Q.—Did you see them doing anything? A.—No, Sir; I did not see them doing anything.

Q.—Not at any time? A.—I did not.

Q.—Were you ever introduced to them? A.—I don't think I have been, according to my knowledge.

Q.—Did you ever exchange any words with any of them anywhere? A.—I don't think I ever have.

Q.—Have you ever been near them when they have exchanged words? A.—I suppose I have seen that gentleman there speaking with Mr. Spencer, my room-mate.

Mr. Graham—Which gentleman? [Witness pointed to a gentleman present.]

Mr. Jordan—Who is Spencer? A.—I suppose Mr. Spencer can tell, exactly; his brother was a Mayor of Cincinnati.

Q.—Did you know William Childs? A.—I did not know him personally; I knew him when I was him, I think.

The Court—Look around the Court and see if you can see him. Witness—I do not see him, and have I need him here.

[The Counsel pointed out Mr. William Childs.]

Q.—Did you ever see William Childs at Belle Forrest's? A.—I don't think I have ever seen him there.

Q.—Did you ever see William in Cincinnati? A.—I think I have.

Q.—Where did you see him there? A.—Passing along the streets.

Q.—Did you ever see him in the store which you have described? A.—None to my recollection.

Q.—How many brothers are there in that store? A.—I do not know, Sir.

Q.—How many Childses, whom you understood to be such, were in that store? A.—Probably four—probably five.

Q.—Probably four and probably five? A.—Probably three.

Q.—Probably four and probably five? A.—Probably enough.

Q.—Can you tell whether there were three or four or five brothers? A.—I cannot.

Q.—How many did you suppose to be brothers? A.—I suppose three. I will say two.

Q.—When you saw William in Cincinnati did you take him to be a brother of Solomon? A.—I should take him to be a Childs; but I would not say whether brother or not.

Q.—Would you take him to be a brother? A.—There is a resemblance—but whether he was a brother or not I should not be able to judge.

Q.—Would you take him to be a brother there? A.—I would take him to be a brother here.

Q.—Did you take him to be a brother in Cincinnati? A.—I should take him to be a brother of the Childses.

Q.—A brother of Solomon? A.—I should take him to be a relation; but I don't know whether a brother or not.

Q.—Would you take him to be a brother of Solomon's? A.—Yes, Sir.

Q.—Did he wear a moustache there when you saw him? A.—William, Sir? I don't recollect.

Q.—Cannot you recollect whether he wore whiskers or moustache? A.—I know he had a beard on his face, but whether it was whiskers, moustache or whiskers, I cannot tell.

Q.—Cannot you tell what form of beard it was he wore? A.—Not exactly.

Q.—Did Solomon wear whiskers or moustache? A.—Yes, Sir. I think he wore a goatee when I saw him.

Q.—Now what sort of a *goatee* is a goatee—a little tuft of beard on the chin here? A.—I think not.

Q.—What is it then? A.—Something trimmed in my style here.

Q.—You think Solomon's were something like yours, now? A.—Yes, Sir.

Q.—What is pretty much in the style he has it now? A.—Can't you tell that is whiskers that he wears now? He is not wearing a goatee now.

Mr. Graham—There is no difficulty in proving beyond all doubt that he wore a goatee; here is his deguerreotype thereon. [Mr. Graham exhibited likeness to Mr. Jordan.]

Mr. Jordan—I want to know whether he wore his beard pretty much as he does now? A.—No, Sir.

Q.—What is the difference between the way he wore it then and the way he wears it now? A.—What is the difference between his whiskers now and mine?

Mr. Jordan—I should like to examine the witness, if the Court will protect me from his insults.

The Court—I understand the answer given by the witness to be a good one. He says that the difference between Solomon Childs' whiskers now and then is, the difference between Solomon's whiskers now and his whiskers.

Mr. Jordan—Well, is that—

The Court (to witness)—Was the defendant's whiskers at that time in form like yours? A.—I think they were shaped in that direction.

Q.—Can you point out any difference in wearing your beard now and then? A.—I should look upon them to be very much the same. You don't know the style.

Q.—I don't know as I do. Now, can you point out the difference? A.—Can't you see that mine are shaved down the side?

Q.—Yours then, am shaved down the side? A.—They would be if I had been to the barber's this morning.

The Court—Then your style is the genteel style? A.—Yes, Sir, I both to that is what the barber's term it.

Q.—Is there any means by which you can tell these peculiar facts, except from their general want of resemblance? A.—I don't think they look at all alike.

Q.—How do you tell them apart? A.—The same as I would tell two men, one from the other.

Q.—When did you first see these two gentlemen together? A.—I cannot remember, Sir.

Q.—Do you recollect of ever seeing them together until you saw them in this Court-house? A.—I recollect of seeing them in Cincinnati.

Q.—Where did you see them in Cincinnati? A.—I have seen them walking along Fourth-street or Fifth-street and Main-street.

Q.—Did you ever see them except walking the streets together? A.—Not until I saw them walking in this Court.

Q.—Is Belle Forrest, the landlord who was of Belle Forrest's wife relation?—Did he remember Solomon? A.—I do not think there was much resemblance.

Q.—Do you know whether he represented Williams or not? A.—I could easily distinguish them from one another.

Q.—Do they resemble each other much? A.—A very little.

Q.—Did that brother ever vote with Solomon here politically, or other side? A.—I cannot say.

The Court—Count you call the color—black, red, gray or white? A.—Judge, I don't recollect.

Q.—Can you not recollect what manner it most distinguished? A.—If I could be able to tell I might swear this hat had a frame, but I don't think I swear the vest he wore it; I was under that 20 hour's book—that is, half of 24 hours—but I cannot tell whether a gauze, monument, or what.

Q.—Now, Sir, have you stated all the intents you have of knowing what was the appearance of the brother when you saw him with Solomon? A.—I only know him by seeing him with his brother—that gentleman sitting behind you.

Mr. Graham—Solomon? A.—Yes, Sir.

Q.—How did you know he was a brother of Solomon when you saw him? A.—I was told so by Mr. Spencer; he told me that they were brothers.

Q.—Did you know Josephine Bacon? A.—I did, Sir.

Q.—Did you see her at Belle Forrest's? A.—I did, Sir.

Q.—Did you know Emily Moore? A.—Very well, Sir.

Q.—Did you see her there? A.—I did.

Q.—Did you know Alice Gray? A.—I did not know her by that name.

Q.—Did you know Rosalie Fraisenet? A.—Yes, Sir.

Q.—Did you see her there? A.—Yes, Sir; she is in town now. (Laughter.)

Q.—When did you last see her? A.—I saw her in the streets a few days ago.

Q.—Where does she live? A.—I don't know; I did not ask her.

Q.—Did you see either of the girls I have mentioned at Belle Forrest's house when the Childses were there? A.—I do not recollect whether the Childses were there or not; I think miss Bacon was there.

Q.—Do you know whether she was at Belle Forrest's? A.—I do not think she was.

Q.—How near were you to Solomon Childs at the time you saw him at Belle Forrest's? A.—It was in the small room where there was not much furniture—a couple of sofas, a centre table, and five or six chairs.

Q.—Never mind that. How near were you to him? A.—I suppose face to face.

Q.—How near? I suppose you have seen a ten foot pole? A.—Yes, Sir, and a much longer pole than that. (Laughter.)

Q.—Now, then, tell us the distance between you and Solomon Childs? A.—The parlor was a small room—I suppose about ten by twelve, or twelve by fifteen—and contained about four chairs, a centre table, and—

Q.—Never mind what it contained. Do you think that room was 16 feet square? A.—I cannot exactly say about the size—it was a small room.

Q.—Can you say that it was not as much as 16 feet square? A.—I say it was a small room, and had in it three or four chairs, one sofa, and a centre table.

Q.—You are sure of that? A.—I am sure of it—I have been there a thousand times. (Laughter.)

Q.—How near were you to Solomon Childs in that room? A.—The distance across the room only; that room is pretty close.

Q.—Is it the small room you mean? A.—Yes, Sir.

Q.—Did you go up to Solomon and look him in the face? A.—I did not go up to him; I am too polite to go to a man and stare him in the face.

Mr. Jordan—Yes, you are a polite man.

Witness—Yes, Sir, I have some politeness about me.

Mr. Jordan—Your associations were of a character to make you polite.

Witness—Well, all I've got to say is, that if you make such remarks to me I won't answer your questions.

Mr. Jordan—Have you not sworn that you are a polite man and have been to a bawdy-house a thousand times?

Witness—I don't want you to swear to it for my sake.

The Court (to the witness)—You had better confine your remarks to the questions.

Witness—He makes me speak as I do, Judge, by his insinuations.

Mr. Jordan—Did you go near enough to Mr. Solomon Childs to put your hands upon him? A.—I might have done so if I was drunk. (Laughter.)

Q.—But I did not ask you if you were drunk. A.—I have no doubt but you thought so.

Q.—Did you ever take a light close enough to him to see his face? A.—The room was always lighted, and there was no necessity for me to do so.

Q.—Did you go into the light in such a way as to discriminate his features? A.—No, Sir, the house was lighted up sufficiently for me to identify a person well enough.

Q.—Did you investigate his features so that you could identify him? A.—Yes, Sir.

Q.—May you not be mistaken? A.—No, Sir; I am never mistaken in a case of this kind.

Q.—What did you do when you met them? A.—I went down with my room-mate and waited for a lady whom I expected would be down. (Laughter.)

Q.—Were you called on as a lady? A.—Yes, Sir; I have called for them often.

Q.—You did not speak to Mr. Childs and his brother? A.—I don't think I ever spoke to them; I knew them very well from seeing them in the street, going up and down from their business premises.

Q.—Was it generally the case when you went to the house that you would sit down and wait for a young lady? A.—I decline to answer the question.

The Court—How long did you sit? A.—About ten or fifteen minutes.

Mr. Jordan—Was it generally the case when you went to the house, that you would sit down and wait for a young lady? A.—Sometimes I would meet her in the room.

Q.—Was Spencer also with you when you went there? A.—Nearly every time; he and I used to be together a good deal.

Q.—Was Spencer with you when you saw Solomon Childs there? A.—I think he was, Sir.

Q.—At all times? A.—I think he was, Sir.

Q.—Where is Mr. Spencer, now? A.—In New-Orleans or Mobile, or some of those places?

Q.—Does he live there? A.—He has lived in Cincinnati until the last twelve months.

Q.—What was his name? A.—Warner Spencer.

Q.—What was his business? A.—A bookkeeper.

Q.—What firm was he with? A.—Boylan & Co.

Q.—When did you first tell this story about seeing Solomon Childs at Belle Forrest's? A.—I never told any body.

(Question repeated.) A.—After I was subpœnaed I told Mr. Simpson.

Q.—When was this? A.—I believe it was on Saturday.

Q.—Had you ever before that told about seeing Solomon at Belle Forrest's? A.—I told Mr. Ruffin.

Q.—Was Ruffin the first person you told in this City that you had seen Solomon at Belle Forrest's? A.—I think he was.

Q.—When did you tell Ruffin of that fact? A.—I think it was when he came and asked me about the case.

Q.—Well—the day? A.—I think it was on Friday or Saturday—it was the last part of last week.

Q.—Where did you tell Ruffin? A.—At the Irving House.

Q.—Who was present? A.—I think we were alone at the time.

Q.—Did you ever inform the Simpsons before that? A.—No, Sir, I never knew them.

Q.—How long previous to seeing Solomon Childs here was it that you saw him last? A.—I cannot tell exactly.

(Question repeated.) A.—I cannot tell; it was about a year ago in Cincinnati.

Q.—In what year? A.—In 1852 or 1853; I may have seen him since but I have forgotten.

Q.—About what time was this in 1853 that you saw him? A.—I don't know that it was about all over the place; I think I saw him in 1853, about eighteen months, two years or two and a half years ago; I will not be positive about the time.

Q.—At what place did you last see him? A.—In the street I think.

Q.—In Cincinnati? A.—Yes, Sir.

Q.—Did you tell Ruffin in conversation with him that you had been subpœnaed? A.—No, Sir.

Q.—Where do you board? A.—I take my dinners at the Clifford House.

Q.—You are not married, I take it? A.—I am not, Sir.

Q.—Where do you lodge? A.—I have a room at No. 198 Chambers-street.

Q.—Do you lodge in that room? A.—Sometimes I do, Sir. (Laughter.)

Q.—Who subpœnaed you, Sir? A.—Mr. Solomon Simpson, I think.

Q.—When were you subpœnaed? A.—I have forgotten when; I know they handed it to me.

Q.—Do you recollect what time it was? A.—No, Sir.

The Court then adjourned to Wednesday.

SEVENTH DAY—WEDNESDAY, Dec. 6.

The Court met at 10 o'clock, and proceeded at once with the trial of the cause.

The following evidence was elicited from witnesses introduced by the plaintiff:

John F. Kinsley, sworn—I am a broker in this City and was engaged in the same business in Cincinnati until about three months since; I have known Alexander Dalzell some eight years; I have always esteemed his general character to be good, and never heard it was bad; he was an officer in 1845, 1846, or 1847; I voted for him; I would believe him under oath.

Cross-Examined—I do not know that I ever heard his character spoken of until I came here, whether good or bad.

Mr. W. Fosdick—I am his attorney at law in this City, and have been since last May two years; prior to that time I was in Cincinnati three years; I know Alexander Dalzell; as far as my acquaintance with him is concerned his character is good; I would believe him under oath.

Cross-Examined—I know nothing of [illegible] during the last two years; he was a [illegible] Court of Common Pleas; he has served [illegible] my connection with him was of a [illegible] tirely.

Casper Aecker, sworn—I reside in [illegible] an importer of liquors; my place [illegible] No. 5 William-street; I went to Europe [illegible] steamer America from Boston; Solomon [illegible] board of the vessel as a passenger, and [illegible] quainted on the voyage; about two [illegible] arrived at Liverpool; he told me [illegible] reasons as a footman of Mr. Simpson [illegible] found his wife unfaithful, and was then [illegible] to get the matter out of his mind; he [illegible] heard my wife in bed or my wife [illegible] with another man.

Cross-examined—My place of business [illegible] order when sent to Mr. Simpson's; about three minutes after my return from Europe I related to Mr. Simpson the conversation I had had with Mr. Childs.

Mr. Jordan moved to strike out the evidence of this witness, on the ground that it was his opinion, and was a surprise, and was not responsive to any evidence introduced by the defendant. The Court overruled the motion. Mr. Jordan excepted to the decision of the Court.

Cross-examination resumed—I was subpœnaed last Friday in this case; the defendant said that he was going on a travel to Egypt, and as far as Jerusalem, to stay a couple of years, to get the trouble out of his mind.

George J. Caldwell, sworn—I live in New-York, and am agent and collecting clerk; I lived in Cincinnati from 1848 to February, 1854; I know the public character of Alexander Dalzell, as a policeman; I never saw him; I do not know his general character except that as a public officer; he stood on a par with the best of them; I would believe him under oath.

Cross-examined—I do not know his private character.

O. H. Mildeberger, sworn—I reside in Paris, France; in May, June and July last Solomon Simpson, the brother of the plaintiff, was in Paris, and was with me at my house.

Solomon E. Simpson, recalled—I was never in Belle Forrest's house with Wm. Childs; I heard him swear that I was; I spoke unduly at request of him to entrap his brother into a house of ill-fame in the manner which Wm. Childs stated.

Q.—What was your wish as to which Wm. Childs' letter of Jan. 6 referred? Q.—I think that in my letter—to which the letter of Wm. Childs under the date of Jan. 6 was an answer—I asked him to try and prevail upon Solomon to write to his wife, and explain why he was absent so long from her; his answer explained why he could not, and that explanation from Solomon that I desired; I was in Cincinnati on two or three times between October, 1853, and September, 1854; I saw Wm. Childs in one of those visits; I am certain we were on terms of friendly intimacy then; during my interviews with him he repeated substantially the contents of his letters; I never said anything to him about a divorce in January or July.

Q.—Were you ever present at a conversation at which Solomon Childs and his wife and William Childs were present, and at which Solomon's cruelty to his wife was a subject of discussion? A.—I was, Sir, in my father's office.

Q.—Who were present at that time? A.—My father, mother, elder brother, Solomon Childs, his wife, William Childs, and myself.

Q.—How long was this after their marriage? A.—From four to six weeks; it was the morning Mrs. Childs flew from Mr. Phillips' in Houston-street.

Mr. Graham—Tell us the circumstances. *Witness*—About 6 o'clock Mrs. Childs came to our house, No. 138 Seventeenth-street very much frightened.

Q.—How was she dressed? A.—She was about half dressed.

Q.—Now, what was the conversation at your father's office that you spoke of? A.—About 10 o'clock, Mrs. Childs came to the office with my mother; while there, Solomon and William Childs came in; Solomon Childs, in the presence of William, admitted that he had ill-treated and struck his wife's face; and that this was the reason for so doing was he considered her not a virgin; at this my father was much exasperated, and he seized a pistol which was hanging in the office, and which he thought was loaded; William interfered and wanted to bring the parties together; he made some kind of an apology; after that both of them left the office abruptly.

Q.—Did they return? A.—The next forenoon they returned.

Q.—Who was present then? A.—L. H. Simpson, Jr., and, I think, though I am not positive, my father, also.

Q.—What did they do? A.—They returned to make an apology, and wanted our co-operation in bringing Solomon and his wife together; and what I drew to the cause for Solomon's behavior that he had been drinking the previous night.

Q.—What was the shape of Solomon's beard in 1851? A.—It was a goatee.

Witness—I desire to explain to the Jury my evidence relative to the crooked leg of Mr. Solomon Childs; I did not mean to imply that he was a confirmed cripple, so that anybody could notice it; I meant that he walks with his toes turned in; I said also that his arm was a little crooked; in that I think I was right; I meant to say that he had a peculiar way of carrying his arm.

Solomon E. Simpson, recalled—I was present at Solomon Childs upon friendly terms between the Fall of 1851 and June or July in 1852? A.—No, Sir.

Q.—Do you know whether at that time he was in Cincinnati? A.—I cannot recollect.

Q.—Were you on speaking terms with him? A.—I believe not.

Q.—How long last this feud between you existed? A.—I do not know that I ever spoke to him after he left his wife in October, 1850.

Q.—Were there any time between October, 1850, and June or July, 1851, at which you would have spoken to him if you had met? A.—I would have spoken to him on a certain subject.

Q.—What subject? A.—Well, it would have been to get an explanation of why he had left his wife so abruptly; why he did not write to her, and to explain his actions in general to her.

Q.—Would you have spoken to him in a friendly way at any time between the Fall of 1850 and June or July, 1851, if you had met him? A.—That depends on circumstances; it is so long back that I cannot state the exact state of my feelings; I think it is very likely that I should have spoken to him friendly.

Q.—Do you mean then you had felt friendly towards him within that period? A.—I think that I did; at least I had no bad intentions towards him.

Q.—Were you and he on friendly terms between the time when he met you in the office that you speak of, at about 10 o'clock in the morning, four or five or six weeks after the marriage, or at any time from that time up till the time that he left to go to the West in the Fall of 1850? A.—Yes; he apologized, and so the affair terminated; he lived with my sister after that at the house.

Q.—How long did they continue to board at your father's house before he went West? A.—Six or eight weeks; something about that—two or three months; he quarreled with her again while they resided there, two or three times, owing to his jealousy of her, but these were slight quarrels; I believe, and they did not occasion parting, while in the house; when he went West to the West in the Fall of 1850, she lived voluntarily; I believe was a stipulation made between them, of which I was present, before they went away, that he was to treat her well.

Q.—Did she make any allegation against him at that time? A.—Not that I recollect.

Q.—How came other he went West was it that you ceased to be on friendly terms with him? A.—I do not recollect; I do not think that I ever spoke to him since he went away in October.

The following letter, which the witness admitted to have been written by him, was then read by the counsel:

NEW-YORK, Dec. 12, 1851.

DEAR BRO. SOL.: Your two letters of the 25th November have this moment come to hand, inclosing me of your very good draft, which afforded me many pleasure, one for Frances and one for me, containing $100. I am in hopes these lines may meet you in the enjoyment of every blessing and health, as it leaves us all here. We have this day made a furniture sale at our house, No. 56 Seventeenth-street, and have had a very good time of it. I can assure you I have nothing of importance as to recommend to you that might interest you, only that dear sister Frances is well and feels very happy in hearing from you. She desires her love to be sent to you, accompanied by 10,000,000 kisses, and hopes you will take good care of yourself in your travels. She has continued to board with Henry and Isabella until she sees you; she will write you by to-morrow's mail. She sent you a telegraphic dispatch a few days since in reference to these letters.

Dear Brother,—You say in your letter you wish me to make Frances comfortable during your absence. I can assure you that it has been and shall always be my study to promote her happiness. *God bless her!* she shall never want a protector or comforter in your absence while I live—both for your sake and hers; and as to your being under obligations to me, you hurt my feelings when you even think of such a thing. However, I hope my future efforts will prove to you my intention.

Brother Henry is very much pleased at having Frances to live with him, and wishes to be remembered to you kindly. I suppose by this time, Pa and Ma are half way on their journey. Make yourself perfectly easy about Frances, as she shall be well taken care of—access, in a measure, to all the luxuries Isabella does prevent your coming on, and I hope you may soon have it arranged so that you can make New-York your permanent residence, as I should not wish for a greater pleasure than to have you keep house here, as that I might board with you. Dear Sol.—if I, or my name, can be of any service to you, do not hesitate in making use of me or my name in your private business. As we are brothers, I am in hopes you will excuse the liberties I may take, but hope you infer my intentions to be good towards you. Present my compliments to William, Miss, your Pa, Ma, and all the family, including Joseph.

No. 3. Jo, Harry, and all the family, join in sending their love to you.

I will here close by wishing to be remembered as your affectionate friend and brother, SOL.

Write me often.

Your son-in-law expresses your writing, I can assure you, is exceedingly good; as you write a very plain and legible hand. Still deserve credit for your improvement.

Excuse the writing and blotting, and believe me to be your affectionate brother and friend,

SOLOMON SIMPSON.

The envelope letters were also proved by the witness to be in the handwriting of the plaintiff, his sister.

NEW-YORK, Nov. 20, 1850.

DEARER SISTER: Having received an affectionate letter from you dated the 17th inst., I write to you, in return, a few lines hoping they may find you and all the family in the same enjoyments of good health as is known and all the family here—thank God, I have seen you a telegraphic dispatch informing you of dear Pa and Ma's going to Europe, and going to take Cleny, Ellen and Abraham with them; they have disposed of the house and furniture and intend to start for sure, on the 5th of December, and I want an advice from you dear Sol., but I am going to say, of course, I must do something; you ought to come on here Dear Sol., and see to me, you must have been astonished when you heard the news. You wrote me in your last letter to send you the remainder of the wine which I did two days after. Neph arrived here, Very Dear Sister and Sol., must have taken a fleet, night or two days to get here, for I did not receive any letters from you in some time. Washington is going to remain with Harry, and I intend taking Ephraim with me; if you have no experience you must write me. Dear Sol. what are you going to do? I must know very soon. I should like you to come on here very much. Dearest Sweeney, Pa and Ma would like to see you to [illegible]

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[illegible] could get no satisfaction, as it had not yet been determined which Company was to have the keg, the Harlem or New Haven.

Some present or testimonial of the appreciation on the part of passengers on the road, of the wholesouled kindness of Mr. STEWART and family, was what the Chairman considered well deserved.

Mr. APPLETON stated that he was in the first car on the morning of the collision, and assisted in removing the wounded to the house of Mr. STEWART, where he, in attending upon their wants, was treated in the same manner as the house contained, for the alleviation of their sufferings. He did, in accordance with the permission, use sheets, coverlids, carpet-covers, and knew that much property had been destroyed. He gave an account of individual injuries received, and bore testimony to the kindness of the STEWARTS.

Mr. FARNSLEY corroborated some statements of Mr. GREEN, the conductor of the New-Haven train. One was, that when the collision took place it was broad daylight, when all knew that the morning was dark and foggy. A passenger, seeing some milk from the baggage train upon the track, supposed it was flour. If it had been light, no such mistake as this could have occurred. Again, it was said that the Harlem train was going at an extremely high rate of speed. This was not so. It was on a down-grade, and all trains passed over this part of the track more rapidly than others, but the speed was no greater than usual. This Conductor, GREEN, received information at Yorkville that the Harlem train was stopped below, and he should have informed the signal man at this point of the fact, so that he could stop the Harlem train; but this plain precaution is omitted to take. This was neglect No. 1. Again, when stopped by the Harlem freight train, he should have sent immediately a light back on the track, to warn the train which he knew must be approaching. Neglect No. 2. When spoken to respecting his signals, he said there was a lantern on the rear platform of his train, but no glass could be found which would screen speed to the ruins of a lantern which must have been broken in the collision, affording presumptive evidence that no light was there save that in his hand when he heard the passenger train approaching. Criminal carelessness is evident on the part of this conductor in view of all the facts. Contrast the conduct of Mr. EDWARDS, a conductor on the Harlem Road, who was coming to the City to take his train up, who immediately ran back with a light to give notice of the obstruction; and Mr. CUMMINGS, who with mangled limbs, ordered a signal of danger to be sent back on the track to stop the Port Chester train.

In view of these circumstances, it must be asked if there is no way to prevent collisions with all their attending loss of life and limb. His home was in Morrisania, and his attachments were there, and there he wished to remain, but he wished to do it without the daily and hourly fear of death or mutilation, from the carelessness or criminal negligence of others, or the almost inevitable casualties of an overburdened track. A foreign Company use our Road, render our crossings dangerous, and increase the liabilities to accident, without one equivalent in accommodation to dwellers on the line of the road. Their lives were sacrificed ruthlessly by a soulless Corporation.

The only remedy for this state of things which occurred to the speaker as effectual, was that all should join together, purchase the stock of the Harlem Railroad, and then elect a Board of Directors who would be directly responsible to those who were most interested. Those who used the road should own the road. At the present extremely low prices of stock, even the poorest man could

New-York Daily Times.

NEW-YORK, THURSDAY, DEC. 7, 1854.

Congressional.

In the Senate yesterday, the bill meeting appropriations for Ocean Mail Services, which was under consideration at the close of the last Session, was taken up, and after several short speeches in favor thereof, was laid over until Monday next.

In the House, Mr. Scurry introduced a resolution calling on the President to inform the House whether Gen. Jackson wanted to be Governor of Florida, and whether Gen. Call was not a Democrat, &c. The resolution was laid on the table.

Mr. Stanton, of Ohio, offered a resolution calling on the Secretary of the Treasury to inform the House what amount of money had been paid to Thomas Corwin, late Minister to Mexico, and by what authority the payment was made.

Mr. Richardson, of Illinois, offered a resolution calling on the President to inform the House whether Gen. Jackson wanted to be Governor of Florida, and whether Gen. Call was not a Democrat, &c

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HISTORICAL.

NEW-YORK HISTORICAL SOCIETY.

Mr. J. G. Kohl on the Discovery of America.

The regular monthly meeting of the Historical Society was held on Tuesday evening at the Society Rooms in the New-York University—Rev. Dr. HEWITT, First Vice-President in the Chair. After the usual preliminary exercises, Dr. ROBINSON read a communication from Mr. ALEXANDER W. THAYER, at present engaged for the Society in researches to secure the journals and papers of Hessian officers of the American Revolution. The latter reported every available effort as being made to this end, and encouragement of ultimate large collection for the Society's archives.

The Committee on the Library reported as having received for contribution to their shelves, since the last report, a rare and most interesting volume called "Representations from New-Netherland concerning Situation, Fruitfulness and Poor condition of the same." The work has only recently been translated, and in its bearing upon the early settlement and growth of New-York, abounds in the richest historical interest. Some volumes were also acknowledged, entitled "Relations" pertaining to the first Jesuitical Missions in America, bearing date 1636, 1650, 1676, 1677. These publications are rare and most valuable. They were presented by JAMES LENOX, Esq. The last two were printed expressly for presentation from the original manuscripts now in possession of the University Library, Quebec. The volume of 1639 is the only copy known to be in existence.

Mr. J. G. KOHL, the celebrated German traveler, was introduced by the President. Accompanying the presentation of one of his maps to the Society, the originality and scope and completeness of which have been so universally admired, the learned tourist made the following explanatory and highly interesting remarks:

I feel extremely happy, gentlemen, that I am permitted to address you in relation to a historical work on the Discovery of America, with which I have been occupied since some years. After having finished this work, I tried to compose a historical map, the object of which is to show upon a single sheet the whole progress of the discovery of America, from COLUMBUS to our time, and the part taken by all the European nations, powerful trading companies, and distinguished individuals, in this grand event.

It is particularly this map which I wished to lay before you this evening. Allow me to accompany it with a few critical remarks on the leading principles on which it is composed, and to observe:

1. That it is purely a Historical one. With the exception of the general features of the coasts and rivers, no geographical objects are represented upon it, no transformations, no geological facts, no distribution of vegetation or animal life.

There is no doubt that if we take the word discovery in its widest sense, also the last mentioned objects should be included.

A discovery of America does not only mean an explanation of the mere outlines of the continent at the configuration and astronomical position of its parts, and an anatomy of its bare skeleton. It comprehends chiefly also the progressive knowledge which mankind gained of all the multifarious natural objects and products which compose that which we call America, which give real value to her, and which are, to say so, her flesh and life.

The Rocky Mountain range—yes, every hill and its valuable contents, every gold and iron mine. The forests—yes, every species of trees, the fruitful lands and soil, the fur-bearing animals—nay, every single kind of birds and plants have their own discovery; and the history of their first introduction to the knowledge of mankind, and of their growing importance for commercial and other interests, forms a part of what we call the History of American Discovery.

In the work itself, which I have written on this subject, I have, therefore, always taken into account these matters; have tried to trace the history of the silver mountains of Mexico and Peru, till the date of the beginning of their operation; have shown which navigator first made known to the world the existence of such an important and historical animal as the ferocious monster of the Northwest, or the beaver of Canada and the Hudson's Bay; have followed the whales and their hunters among the icebergs, and traced the influences of this fishery upon the extension of commerce and discovery; have tried to fix the time at which the sugar-cane, the cotton-plant, the indigo, &c., first were discovered, or comprehended and spoken of, and how the increasing and improving knowledge of these and hundred other productions worked on the intercourse and enterprise of the nations; how they carried over from year to year more and more European colonists and conquerors, settling and favoring at the same time exertions to still further discovery.

But a painter is always constrained in narrower limits than an author, and it was evidently impossible for me to comprehend all those matters in such a small picture, as a map even the largest one always will be, and I repeat it, therefore, except the outlines of the coasts and rivers, which have been as it were the highroads and conductors of the explorers, no geographical objects are given upon the map, and they must be considered as comprehending the rest. I have marked those coasts and rivers with distinct black lines. All the other colors of the prism, which you see upon the map, designate some historical event.

2. There are no Geographical names at all contained on my map. Economizing space is a very important consideration with the mapmaker. Because my geographical objects are few, and I hope generally known, it would have been a useless accumulation to report on the map the names of Cuba, Orinoco, Patagonia, etc. All names and numbers which you see on the map are merely historical.

3. As the object of my work was only to picture the gradual discovery of terra firma, no sobrocuts of the whole ocean are given, but only the tracks and marches of the explorers and conquerors along the coasts and in the interior of the Continent.

No doubt, also, the ocean has its very interesting history of discovery, and for *him* who investigates this subject, and who intends to show how by degrees our knowledge of the ocean enlarged,—how the sea expeditions grew always bolder, and by separating themselves from the shores ventured more and more on the boundless waters, and explored at last the most distant and most dangerous corners,—for such an investigation, I say, the study of the sea tracks and their representation is the principal thing, while for our object they become only secondary when the boundless land was in sight. I cut therefore off and disregarded all the rest of the navigators' tracks, at least on the map. In the work itself, however, I took more notice of the oceanic events and discoveries. Great sandbanks, strong coast currents, regular trade winds have often influenced the progress and direction of enterprise and conquest. Sometimes they have furthered and sometimes stopped it for ages. I therefore tried to show how, in consequence of this, the usual oceanic highroads of the navigators varied very often, and what effect this had on the work of discovery itself.

4. A particular and different color has been chosen on the map for every discoverer, and with this color the route of his travels and the theatre of his exploits have been marked.

It was a matter of consideration, and sometimes difficult research, to point out and trace distinctly these routes, and to define the extent and boundaries of these theatres. The storm-beaten voyagers themselves did frequently not know in what regions and under which star they were roaming. Often they were so ignorant that they could not make astronomical observations. Very seldom they laid down their routes and discoveries on maps. A map with the trace of the hand of the original discoverer himself, is of the greatest rarity in our collections and archives.

Generally, they, it is true, wrote journals or routiers of their travels. But these original journals and primitive reports have been extremely neglected by posterity,—have been left and destroyed by time and men, who were not able to value their importance for the later historian.

We possess, for instance, neither in Portugal nor in Brazil, scarcely a single one of all those reports of the most extensive travels and vast discoveries of the famous so-called Brazilian PAULISTAS in the interior of South America.

Owing to this, the knowledge which we have of many very important travels is so vague and so meagre, that the authors have sometimes the most contradictory or deviating ideas of the extent of their excursions.

As one example among hundreds, I may remind you of the voyage which the great SEBASTIAN CABOT made along the east coast of North America.

Whist some, with the well-known and eminent American author on the subject, think that CABOT sailed already soon after COLUMBUS through Hudson's Street, and touched even at Lecouvreur countries, which only in our time have been reached again by the PARRYS and LYNDAS, others adopt his northern as plus ultra in a much more congenial climate. And hence different are, in every country, the opinions of the learned about the track which the indefatigable discoverer of the Mississippi, FERNANDO DE SOTO, followed. Some make him march further north than the mouth of the Ohio and Missouri, and place his western as plus ultra even in the upper part of Arkansas, while others constrain him in much narrower limits.

For the construction of my map, it was naturally necessary that I formed an opinion and decided upon my own opinions. Where I could not arrive at such an opinion, I only adopted a minimum or that which, considered during the discussion about it to be most plausible. 5. I repeat it, that I show, on my map, the progressive conqueror or explorer, a special color. But because the prominent individuals which history mentions were much more numerous than the colors which nature provides, it could not be avoided that the same colors should recur in different localities and divisions.

The whole coast of nature at my disposal has been authenticated in every portion of America—in every great river-system, large island or continental peninsula. And I have tried to dispose everything in such a manner that the same colors in neighboring regions are separated by sufficiently large intervals, and that the many crossing routes can be distinguished from each other easily and without confusion.

For this reason it is possible that sometimes the same traveler who made discoveries in different regions and at various times is there designated by different colors.

The restless Spaniard CABEZA DE VACHA, for instance, who crossed first in a remarkable and adventurous travel of more than seven years through the northern parts of Mexico and Texas, and who afterwards becoming Governor and Commander of the Spanish troops in the La Plata countries, was so active in the better discovery of the Paraguay River, can be designated in North America by a blue line, while I found it more convenient to give him the yellow color for what he did in the South, because it was not so much my intention to assist with my map biography, but rather to point and to picture, if I may use this expression, *geographical* history. It was not so necessary to comprise under the same color all that one individual executed throughout his whole lifetime, as to make it apparent and visible how the work of discovery in a certain region, valley or river basin, proceeded, and how the numerous expeditions in this part grew out of each other. But, allow me to repeat it, in the same great continental division, the same discoverer does not change his colors.

6. Every discovery has been given on the map under the name of the person who commanded the army or expedition, and all discoveries which the lieutenants and captains of those commanders made, are *generally* comprehended under the color of the chief. It is true, that often the lieutenants and subalterns of the commanding chiefs, and sometimes even the common sailors and soldiers became little discoverers for themselves. So, for instance, in the expedition of GRIJALVA, along the eastern coast of Mexico, a soldier with the name of MARTIN ordered at first the high mountains of that coast, and they were named after him the mountains of Martin. TORA, a sailor of COLUMBUS, on his third voyage, was the first who saw the tops of the three hills in Trinidad, and he is therefore mentioned by all historians. So, also, PIZARRO sent a number of captains with small bodies of troops into the interior of Peru, in different directions. One of them discovered and conquered a great Peruvian town; another, a spur of the Cordilleras, or a valley; the third, a river, a mine, &c.

Nevertheless we ascribe all these minor discoveries to the leading and principal men, to GRIJALVO, COLUMBUS, PIZARRO, because they were the head and soul of those expeditions,—conceived the plan of the undertaking, and impressed their own character and spirit on their followers. They took upon themselves the responsibility, and receive therefor also our praise for the whole work.

But we can never establish a rule without allowing exceptions. It happened sometimes that delegates of chief commanders pursued an independent course, made great discoveries and conquests in their own name, and took their own place in history. To such a case I made an exception, and such an important lieutenant received upon my map his own colors.

The daring and famous Don PEDRO ALVARADO, for instance, a lieutenant of CORTES, who was sent out by his master to make discoveries, marched to far distant countries and conquered the provinces of Guatemala. He declared himself independent of CORTES, got the sanction, a grant and a title from the Emperor, and became a renowned Governor and hero. He is, therefore, treated in our map as a discoverer for himself.

The same holds true with PIZARRO's lieutenants, HERNANDAZAR and VALDIVIA, of whom the former went far to the north of Peru, the latter still further to the South, making there, according to their own plan and mind, discoveries and conquests, and founding provinces—the one in the beautiful and mountainous regions of Popayan, and the other in the great empire of Chile.

7. The first discoverer of some part of the American Continent has, on my map, always been marked with a very broad stripe of color, and I have put his sign on the Continent itself, inside of the black coastline, while his successors, the second, third, &c., discoverers, have their colors in thinner and less striking marks outside of the black coastline, along the sea shore. In this manner the first discoverer is, throughout the whole map, separated from the subsequent ones, and takes a prominent position.

To speak of a first, second, third *discoverer* of the same country, may at the first glance appear contradictory in itself, because the word discovery seems to imply that it can be done only once.

However, the first person who made out the existence of a country saw it perhaps only from a distance, while his successors examined it more closely, went on shore, and discovered particularities. The knowledge of many previously discovered countries also fell back in darkness and oblivion, and it became necessary to rediscover them. Sometimes a navigator found a country without being aware that it was already discovered before him by another; and he was thereby his countryman praised as a discoverer. Upon the whole, we may say that the Spaniards, the French, the English, and other European nations, made their own discovery of America for themselves. CABOT discovered North America for the English. The French and Spaniards profited little by it; and VERRAZANI and GOMEZ made the same discovery for them. It was impossible for me to disregard upon my map the merits which these men had for the advancement of commerce and discovery, and for the *extension* of knowledge and science. For these and other reasons it is also an old custom, sanctioned by the Spanish authors on this subject, to have *for every country un primero, un segundo, and un tercero descubridor.*

The word discovery is of such a wide sense as the qualities and nature of the things themselves. Every person who discovers a new quality or feature of a country, who rectifies its astronomical position, and corrects our ideas on its nature, productions, climate, &c., may be styled a geographical discoverer. If we take, as it ought to be taken, the word discovery in this sense, then the progress of American discovery goes on every day, and is without end, like the eternally growing tree of science itself.

We can, however, admit a difference between the more scientific discovery of details and the more primitive and heroic discovery of large and grand objects. And on this field there is no doubt the greatest praise must be given to him who hit the first blow—who struggled with the many impediments which lie in the way of every new enterprise, and who overcame them.

COLUMBUS, speaking of those numerous adventurers who followed his career, says: "Now, after I have shown the way, the thing is become easy, and now every one in Spain, even to the very mule-driver, thinks himself fit for a discoverer."

As in every art and science, so also in geographical discovery, to him who breaks the way and takes the lead of a mass of imitating followers, is due the first and most prominent place. I have therefore, I repeat it, singled out on my map the very first discoverer from all the rest, and have put his route and color in a striking position. I finally add still this observation, that a traveler can be for some part of the continent a first discoverer, while he is for another part a second or third; and that, according to his color and trace, can be found on our map, partly in front of the black coast line, partly behind it, in the second or third row.

8.—It depended on various circumstances how many primitive or heroic discoverers I should adopt for every country.

Sometimes the very first accomplished everything and left nothing to do for successors. This was, for instance, the case with COLUMBUS, in respect to the island Hispaniola, or Hayti. COLUMBUS circumnavigated this island, and he explored its interior, marching in different directions through it, and sending his lieutenants to every bay and cape. For Hispaniola I have, therefore, only one color—that of COLUMBUS—while I have adopted for Cuba three discoveries and so many colors. That of COLUMBUS, who sailed along the north, south and east coasts of this island;—that of OJANDO, who accomplished what COLUMBUS left undone, and by circumnavigating Cuba in a long and tedious voyage of eight months, showed that it was one island, and ultimately that of VELASQUES, who, some years after this, marched with his army and captains through the interior, exploring all its high mountains, fertile valleys and rivers.

In some instances even the number of three discoverers does not suffice. It can only be the result of study and of critical considerations of all circumstances, to know where to stop, and where to fix for each country the heroical period of primitive discovery, and the beginning of scientific and more minute exploration, which latter did not enter in the plan of my work.

9.—The names of the discoverers, and the date or year of their expeditions are located on the map in the neighborhood of the colors which designate their route, and I those names and dates are underlined with the same color, so that it is easy to find them out, and see their connection without reference to any further book or explanation.

To make this still more easy, I have sometimes repeated these names and dates in different localities, when the travelers went to very distant countries, or marched over a great tract of land.

Like the routes, tracks and colored lines themselves, so also the names and dates of different explorers of the same coast or river are disposed in a chronological order from the first to the last.

10. Sometimes it was either not possible or not thought necessary to detail the direction and route of a traveler. In such a case, merely his name without color was put down in that region which was the scene of his achievements.

So, for instance, your well known BOONE was a great and in many respects the first explorer of the beautiful woods and rivers of Kentucky. But it is impossible to trace his routes, and to follow him systematically in all his adventurous excursions. I therefore contented myself with putting down his name only in the explored region, adding the time of his exploits.

Thus it is also, to choose another example, with MR. COLLET, the careful explorer of the heads of the Mississippi and surrounding parts. The heads of the Mississippi were already discovered and made known in their principal characteristics, by CASS, SCHOOLCRAFT and others, whose routes and tracks I have given on the map. But NICOLLET did so much for the better knowledge of these countries, that I could not omit him. However, I found it sufficient to mention only his name in the neighborhood of the sources of that mighty river.

The same I did with our illustrious German traveler HUMBOLDT. He saw little that was not traversed by Europeans long before him. But he saw and described it all so much better; he fixed so many positions, and brought home the world such a mass of new knowledge, that he may properly be praised as the rediscoverer of Mexico and South America for the 19th Spanish Century. Travels, therefore, of my kind have never his previous name with all the other names in Central America, in the place of the Cabinet, and the successors of Columbus.

11. It can easily be conceived that only those eminent discoverers and travelers whose names shine bright in history and literature, could find a place on our map. Altogether I give here in a small compass the history of 600 to 700 individuals. But it was necessary to allude at least to these names and great numbers of more obscure workmen, who furthered the great object.

The widely famed discoverers had sometimes fore-runners, whose indications they followed, and who are now less known or quite forgotten.

Many far distant regions became known to the world not as it were with one stroke by a single, grand, long meditated and long prepared expedition, but by often repeated excursions and visits of many ordinary wanderers, and their oral reports and traditions. Though their discoveries became very important for mankind and science, they were not registered in the annals of history.

The backwoodsmen and woodcutters of Canada, for instance, penetrated to regions to which no scientific traveler ever brought a barometer or a magnetic needle. And up to this very day many districts of that country are exclusively known to us through the mediation of those lumbermen. The heads and branches of the great Ottawa River are laid down on our maps only according to what some of them reported.

The old French voyageurs and river pilots brought to light many a great stream, prairie or mountain range. Without that the historian can properly tell and explain how this was done step by step.

The same is the case with the American trappers and hunters in regard to many divisions of the Rocky Mountains, which were, up to the time of FREMONT, partly exclusively known and explored by them.

Also in South America we meet different classes of such forerunners, pioneers, and mines discoverers, who prepared, assisted, and accompanied the discoveries of the great and renowned individuals.

For every class of these unnamed discoverers I have assigned a general color, and have with it endeavored the whole theatres of their movements.

It was not without difficulty, to define these classes of minor discoverers, to say how many there should be and to what they should be classified or grouped.

This could not be done according to one principle of division, according to their nationality or occupation, or according to their chronology only. It was, for instance, impossible to comprehend the numerous small discoveries of any particular nation. Their order and appearance successive belonged to all the nations of Europe.

And at times we found ourselves in the same manner which gave the chronology for famous discoveries of travelers. The Portuguese for instance, gave rise to that class of slave-hunters, who explored the great basin of the Rio Negro, and also to those peaceable herb-gatherers from Para, to whom we are indebted for the knowledge of so many secondary rivers of the south side of the Amazon, and likewise from a Portuguese settlement grew out that large number of gold-hunters of St. Paul's, those far wandering Paulistas, who very appropriately have been named the buccaneers of the South American Continent.

The colors with which these masses of travelers have been represented on this map are faint, whilst the lines of the distinguished individuals which cross them and run over them, are bright and can easily be recognized.

These, gentlemen, are, I think, all the leading principles and points which conducted me in the composition of this map, and if I have not quite failed in my task, if I could hope to have succeeded in my previous study as well as in the execution of my design, then I dare say that by looking nearer at it, you will find a picture comprehending the whole history of the Discovery of America, or at least the great historical characteristics of this event on one single sheet. You will see when and where this Herculean Labor of the European nations and their descendants did commence with COLUMBUS in Central America, how it branched out to the South and to the North, and how, marching in a comparatively quick movement through the short space of three centuries, it was nearly completed in our time. MACCLURE's and COLLINSON's circumnavigation of this Continent, and by the combined exertions and expeditions of your own and the English Arctic Navigators. You will find marked the beginning and the *ne plus ultra* of the voyage of every great conqueror and traveler. You will see where and when he touched the coast, and where he left it. You will perceive where the Spaniards, where the Portuguese, where the Russians first touched your Continent; and further, who were the first who explored the interior of every part of the *terra firma*, and who were their successors. And there in the interior you will behold who entered at first the mouth of the great rivers, which adventurer advanced to its central parts and brought our knowledge higher up, and who at last triumphantly succeeded to copy the very head and source of that river hidden in distant mountains.

I say, you will see this all, so far as my knowledge of the subject and the limited size of my map will allow of laying it before your eyes. I much regret the smallness of the map. But if I have to this attempt your approbation, and if perhaps you will assist me with your most valuable advice, I hope I shall soon be able to prepare another copy of this picture on a grander scale.

A vote of thanks was passed to Mr. KOHL for his donation, and for the able manner in which he had illustrated its design and bearing.

The exercises concluded with an interesting paper by Mr. DAVIS, concerning the corner-stone of old Bridewell. He traced with graphic pen the rise and progress of that peculiar institution—the privations and sufferings of the luckless ones who suffered incarceration within its walls, with the gradual changes in prison government and discipline from that period to the present.

Board of Education.

The Board of Education met last evening ERASTUS C. BENEDICT, Esq., in the Chair.

A resolution of the Board of Councilmen, requesting the Board of Education to report to the Board of Councilmen the number of pupils who have actually attended and have been taught in the schools under its charge, during the years 1853 and 1854, as well as the number of days of the attendance of each pupil, was received and referred to a special Committee with power.

EDUCATION OF TEACHERS.

The Board then took up the special order of the evening, being the report of the Select Committee, to which was referred, so much of the President's address as relates to the establishing a Day Normal School, for the education of those desirous of adopting the profession of a teacher, the following resolution annexed to the report was adopted, viz.:

That it is expedient to establish a Day Normal School, for the education of those, who in good faith intend to adopt the profession of a teacher.

The Board afterwards resolved itself into a Committee of the Whole, for the further consideration of Document No. 32, being the Report of the Select Committee in reference to the establishment and organization of a Day Normal School, recommending certain propositions as the result of their deliberations.

The Board then adjourned.

Barge Burned—Loss $45,000.

The vessel which was discovered on fire on the Hudson River, nearly opposite Riverdale, at 8 o'clock on Tuesday evening, has proven to be the barge *Seneca*, Captain THOMAS BISHOP.

The barge was in tow of the Erie Railroad Company's steamer *Erie*, Captain B. DODGE, at the time; hence the report that a steamer was on fire.

The *Seneca* was bound to Piermont, and had a valuable freight on board, nearly all of which, together with the barge, will prove a total loss.

The barge had on board 1,900 hides, 60 bales of cotton, 5 tierces of molasses, several barrels of oil, 9 tons of iron, packages of dry goods, and a large amount of other freight. The entire loss of freight will amount, it is thought, to about $20,000. The barge, which was burned down to the water's edge, was towed close to shore, and is visible above water. She was valued at $25,000. The total loss, therefore, is about $45,000. The origin of the fire has not been ascertained.

Dr. Beale.

A petition to the Executive of Pennsylvania, for the pardon of Dr. BEALE, has been left at the publication office of this paper for signatures. A considerable number of names have already been appended to it.

A second meeting of physicians, surgeons and dentists, for the discussion of the effects of anæsthetic agents, (in connection with the history of this case,) will be held on Friday evening, at the Dental Institute.

Relief Fund.

In response to the appeal for aid to two young English ladies, published in the DAILY TIMES of yesterday, we have received contributions of $2 from "Cash," and $5 from "S. B." Total, $7.

The Albany-street Extension.

The Street Committee of the Board of Councilmen yesterday finished the hearings of arguments for and against the extension of Albany-street through Trinity Churchyard. Mr. P. Y. CUTLER appeared on behalf the Church and in opposition to the extension. Other remarks were offered; and the Committee finally adjourned its session, when the preparation of a report will probably occupy the immediate attention of the members of the Committee.

(Communicated.)

To the Editor of the New-York Daily Times:

As I am daily receiving letters from persons wishing to know if, in treating diseases of the lungs and throat, I use in connection with inhalation medicines given into the stomach, I have take the liberty of stating that I give no medicine or drug into the stomach. In their place, I allow beef-steak and brandy, and require exercise in the open air. The mode of inhaling "medicated vapors" is entirely new, novel, and differs materially from the old method of breathing medicated hot water, which has been used in this country for more than fifty years. I promise to treat, with better and more satisfactory results, any disease of the lungs or throat, whether acute or chronic, by local applications of "medicated vapors," than can be done by the old and irrational plan of requiring the patient to make a drug-shop of his stomach. Persons who desire to be treated by inhalation, are informed that I can be consulted daily, from 9 till 5, at the New-York Lung Institute, No. 6 Bond-street.

GILFORD D. SANBORN, M. D.

(Advertisement.)

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(Advertisement.)

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LONG ISLAND.

MURDER TRIAL.

Trial of John N. T. Tucker for Murder.

KINGS COUNTY COURT OF OYER AND TERMINER.—WEDNESDAY.

Before Judges Strong and Moore, and Justices Stillwell and Stiles.

The Court of Oyer and Terminer of Kings County, assembled in the Governor's Room, City Hall, Brooklyn, at 10 o'clock yesterday morning. On motion of R. C. UNDERHILL, Esq., District Attorney, the case of the *People* vs. *John N. T. Tucker*, was taken up for trial.

A. K. HADLEY and WILLIAM H. GALE, Esqs., appeared for the defence.

The defendant in this case was formerly a minister of the Gospel, but more recently editor of the Brooklyn *Daily Freeman*. The crime for which he is on trial is for the killing of his own son, VINCENT TUCKER, 3 years of age, by cutting his throat with a razor. The deed was committed on the 2d of August last, in the presence of his wife, in their bedroom, at the house where they boarded, No. 403 Atlantic-street, Brooklyn. Mrs. TUCKER, it will be remembered, at the time interfered to save the child, and received several cuts from a razor, but not of a serious nature.

We understand that the counsel for prisoner do not propose to deny the act of killing, but base their sole defence upon the ground of insanity—not only that the accused was insane at the time the deed was committed, but that he has been insane at different times for a number of years past.

A panel of forty-seven Jurors was exhausted in obtaining a Jury. A majority of those called were rejected for cause; some had formed and expressed an opinion as to the guilt or innocence of the prisoner; others were more definite, and believed the accused insane; while a few were set aside for expressing an opinion that they would never convict a man, in a case where the punishment was death, on circumstantial evidence alone. Eight only were challenged peremptorily.

The Jury as empanneled stands thus:

1. Denike Sutphen, (foreman,) Merchant.
2. John Hageman, Milkman.
3. John Blunt, Comptroller of Brooklyn Savings Bk.
4. Jonathan S. Burr, Block-maker.
5. James Wilds, Tavern-keeper.
6. Richard Whipple, Builder.
7. William B. Leonard, Merchant.
8. William R. Phelps, Merchant.
9. Thomas B. Burdell, Provision Dealer.
10. John J. Manning, Real Estate Agent.
11. Samuel F. Coggswell, Real Estate Agent.
12. Suydam Hegeman, Custom-House Officer.

At this juncture, the hour for adjournment having arrived, the Court adjourned to 10 o'clock Thursday morning. The Jury, after the usual precautionary remarks by the Court, were allowed to separate and go to their homes.

During the day the prisoner, accompanied by several friends, was seated near his counsel, and manifested much interest in the proceedings as they progressed. Aside from a careworn look, his appearance has rather improved than otherwise since his incarceration.

Kings County Court of Sessions.

SENTENCES.

This Court was in session in Brooklyn a few minutes yesterday to pass sentences. Isaac S. Queen, convicted last week of *Incest*, was sentenced to two years and six months imprisonment at hard labor in the State Prison at Sing Sing.

James Mulligan pleaded guilty to violating the Excise laws by selling brandy, and was sentenced to 25 days imprisonment in the County Jail.

MARRIED.

In this City, on Wednesday, Dec. 6, by Rev. William S. Balch, Mr. JAMES DICKERSON TRAFAGUE to Miss MARIA MATILDA TAYLOR, eldest daughter of Isaac Taylor, Esq., all of this City.

In this City, on Wednesday, Dec. 6, by Rev. Mr. Van Nest, GEORGE S. PHILLIPS to Miss T. LETITIA VARIAN, all of this City.

In Brooklyn, on Tuesday, Dec. 5, by Rev. J. L. Hodge, Mr. SIMEON M. HUNTON to Miss ELIZA E., daughter of Francis Wood, Esq., all of this City.

At Flushing, L. I., on Thursday, Dec. 5, JOSEPH F. FRANKLIN, of Cincinnati, to MIRIAM, daughter of Thomas H. Leggett, of Flushing.

☞ Cincinnati papers please copy.

At Peekskill, on Tuesday, Dec. 5, by his Honor Judge Mills, Mr. JOHN CROWNFIELD, of this City, to Miss HANNAH, daughter of James Weeks, Esq., of the former place.

At New-Rochelle, on Thursday, Nov. 30, by Rev. Mr. Salter, of Dover, N. J., assisted by Rev. Mr. Lambert, of Boston, GEORGE E. ALLEN, of New-York, to Miss ANNA E. Paige, New-York, to Miss ABBY F. COFFIN, daughter of the late Timothy G. Coffin, and granddaughter of the late John Avery Parker, of that city.

DIED.

In this City, on Tuesday, Dec. 5, Mrs. CATHARINE SMALL, aged 96 years.

The relatives and friends of the family are respectfully invited to attend her funeral, from the residence of her son, Wilson Small, No. 202 Henry-st., on Friday, 8th inst., at 2 o'clock P. M.

In this City, on Tuesday, Dec. 5, WILLIAM A. SPIES, in the 43d year of his age.

His friends and those of the family, are respectfully invited to attend his funeral, on Thursday, 7th inst., at 1 o'clock P. M., from the residence of his brother-in-law, Mr. Edwin Mead, No. 74 7th-st.

In this City, on Wednesday morning, Dec. 6, suddenly, CHARLES J. OWENS aged 4 years, 4 months and 11 days, son of William and Sophia B. Owens.

The relatives and friends of the family are respectfully invited to attend the funeral, on Thursday, 7th inst., at 2 o'clock P. M., from No. 267 West 16th-st.

In this City, on Wednesday, Dec. 6, of dropsy, JAMES LITHGOW, native of Pitlochie, Scotland, aged 58 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his brother John, No. 220 3d-av., this day, (Thursday,) at 12 o'clock M., without further notice. His remains will be taken to Oak Hill Cemetery, for interment.

In Williamsburg, on Wednesday, Dec. 6, at the residence of her son-in-law, Rev. S. M. Hastings, MARY DELIA, wife of Hon. Herman Knickerbacker, of Schaghticoke, N. Y., in the 64th year of her age.

Her remains will be taken to Troy, for interment. Her friends are invited to attend her funeral, from St. Paul's Church, on Friday A. M.

☞ Troy papers please copy.

In Philadelphia, on Friday, Dec. 1, suddenly, of disease of the heart, Capt. JOHN SANFORD, in the 58th year of his age.

The relatives and friends of the family, and those of his son-in-law, Thomas Hunter, and sons-in-law, Wm. H. Gardner, Wm. H. Hatfield and Wm. H. Allen, are respectfully invited to attend the funeral, from the residence of Wm. H. Gardner, No. 116 Henry-st., on Sunday, Dec. 3, at 2 o'clock P. M., this day, (Thursday.)

At South Norwalk, Conn., on Sunday, Dec. 3, MARY ROSS, wife of Theodore T. Jessup.

MARKETS.

Sales at the Stock Exchange, Dec. 6.

$1,000	Indiana State 6s	81½	100	Ogdensb'g Coal Co.			25
12,000	Virginia 6s	93½	100	do.			25
10,000	do.	93½	100	do.			25
5,000	do.	93½	100	do.			25
1,000	Tennessee 6s	93	100	do.			25
2,000	Pacific of Mo.	77	100	do.			25
1,000	do.	77	100	do.			25
1,000	do.	77	100	do.			25
1,000	Erie 2d Convert. Bds.	87	100	do.			25
1,000	Ill. Cent. R. & Bds.	93	100	do.			25
7,000	Pan. R'd. Bds.	99	100	do.			25
5,000	Pan. R'd. Bds.	99	100	do.			25
1,000	do.	99	100	do.			25
1,000	do.	99	100	do.			25
1,000	Ill. Cent. R. & Bds.	93	100	do.			25
1,000	do.	93	100	do.			25
1,000	do.	93	100	do.			25
1,000	do